

CBW

Coach and Bus Week

The PSV industry's news weekly Issue 285 4 September 1997

BUSK SEEKS OPERATORS' HELP

Plan to revolutionise schools' system

OPTARE LAUNCHES MIDIBUS

Integral has 'fly-by-wire' technology

FROM THE GROUND UP

*Eavesway builds
on its success*



ALSO IN THIS ISSUE: All the PSV News 4-11 ■ Tour News 12 & 13 ■ Legal News 14 & 15 ■ Marksman 16 ■ Diary 18
■ Letters 21 ■ Classic Models 22 ■ Awards 24 & 25 ■ Cover Story 26 & 27 ■ Deals & Dealers 28 & 29 ■ People 55

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Tel 01733 467000 Fax 01733 467154

Editor

Mike Morgan 01733 467139

News editor

Mark Williams 01733 467140

e-mail: MarkW@automotive.emap.co.uk

Production editor

Frank Forster 01733 467142

Tourism editor

William Golden 01733 467141

Northern news editor

Andrew Jarosz 0113 2566505

Designer

Tina Golden 01733 467143

Group sales manager

Tony West 01733 467151

Classified advertisement manager

Julia Edmonds 01733 467144

Senior sales executives

Neil Mason 01733 467147 James Pask 01733 467145

Sales executive

Leanne Dow 01733 467148

Classified telesales executive

Natalie Coe 01733 467146

PA to publishing director

Lisa Wilson 01733 467157

Group production manager

Nicky Curd 01733 467121

Production assistants

Debi McGowan 01733 467123 Suzanne Porter 01733 467124

Publishing director

Mark Barton 01733 467136

Managing director

Ian Griffin 01733 467007

Subscriptions 0181 956 3140, fax 0181 956 3023

Emap Readerlink, Audit House, 260 Field End Road, Ruislip,

Middlesex HA4 9LT or Jazz Walshe on 01733 467048

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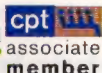
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Add weight to campaign

THE decision not to replace the Metropolitan Police's Coach Advisory Service, alias Sgt Ian Fray, is one which the capital may live to regret.



Sgt Fray and his predecessor Bob Pilbeam have not only kept vital information flowing to operators at home and abroad, helped produce the London Coach Parks map, warned of impending demonstrations and roadworks and been the link between drivers and *The Knowledge*, they have been ambassadors for the London coaching community.

In the opinion of a great many operators, it is vital that this role is preserved, whether within the police force, London Tourist Board or by the Government's proposed new Greater London authority. But if nothing is said - and said now - in protest, operators throughout the country have no central focus for inquiries and complaints.

This magazine will be campaigning for a new Mr Coach for London. If you do nothing else this weekend, add your letter to the pile which will be landing on our doorstep, and you'll give real weight to the campaign.

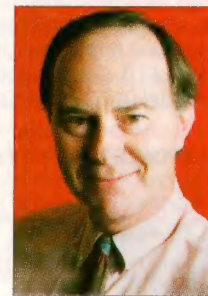
Going it alone is ill-advised

BUSK'S drive for improved standards of safety in school transport has moved up a gear. First it was seat belts - now it's staggered start times for educational establishments as part of a package of measures that could revolutionise home-to-school transport.

Long-term tenders are proposed and these, together with some of the other proposals, will be applauded by the coach and bus industry because there has long been a strong lobby among operators to achieve such objectives.

However, once again BUSK has failed to consult with operators, CPT, Government or the schools. It is a misguided strategy that will only generate resentment.

At the risk of repeating what has been said in this column before, experience has taught seasoned campaigners that the best way to ensure success is to work with the industry rather than against it. We don't want another seatbelt debacle.



MIKE MORGAN - Editor

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NEOPLAN UK

London operators furious as co-ordinator's job goes

Coach lifeline axed

By Mark Williams

LONDON'S Coach Advisory Service has been cut in Metropolitan Police's restructuring programme.

When current advisor, Sgt Ian Fray, retires mid-September (page 55, this issue) he will not be replaced. But the move has brought an angry response from operators and from Sgt Fray himself, who say it will be a recipe for congestion.

"I am disappointed and saddened that the Met is not to continue the post," said Sgt Fray. "I had no junior in the office to train, so the Coach Advisory Service was only me. Now, there is nobody with a full understanding of the issues, and nobody to take the complaints, nobody to advise on

routes and parking, and perhaps most important of all, nobody to collate information on major disruption, like marches and football matches."

Sgt Fray said the current London coach parking map may be the last, and operators who need to know details of disruptive demonstrations and marches in the capital will have to phone local police stations along their route.

The axing of the post brought a furious reaction from Steve Telling, md of Tellings Golden Miller and vice-chairman of the London Tourist Coach Operators' Association: "Nobody realises how much we value Ian's department. It is a desperately needed service.

"Who will give out infor-

mation now? Take football, for example. London must have more clubs for its area than any part of Britain. Who is going to ensure coaches get in and out of grounds without getting caught in, or becoming part of, the congestion?"

London Coaches (Kent) coach hire manager Keith Payne said he used the service twice a week: "Typical information I'd need would be road closures, like those in London for Princess Diana's funeral this weekend, and finding the best lay-over and parking for unusually big coach movements" said Mr Payne.

"Not to replace him would be a tragedy for coaching and a tragedy for London's residents."

The Confederation of

Passenger Transport has written to Home Office Minister Alun Michael stressing the importance of a centralised co-ordinating officer for coaches: "It is a very strong and important function in London," said a spokesman for CPT.

"We understand that the Metropolitan Police are hoping to tell us soon what is to be done to replace the Coach Advisory Service," said a spokesman for London Tourist Board. "We feel very strongly that his service should be preserved, and it will be a sad day for London if that does not happen."

● *How do you feel about the loss of the Coach Advisory Service? Has it ever saved your bacon? Drop us a line on fax number 01733 467154*

17 September: Strategic Roads Review - one-day CIT conference to assist in consultation following DoT's public consultation launch in July to determine the role roads should play in an integrated transport policy. London Marriott Hotel. Details from Shereen Whitaker on 0171 233 7600

21 September: Titan Day, Amberley Museum, West Sussex. Exhibitors contact Alan Lambert, 7 Nursery Close, Emsworth, Hants P10 7SP

23 September: Green Commuter Plans, A Better Way To Work, Environment Council Seminar, 0930 to 1400 hrs, Birmingham Repertory Theatre Conference Centre, Birmingham. Details from Larissa Barrett on 0171 881 7611, fax 0171 730 9941

30 September: Omnibus Society, The Hants & Sussex Story. Contact Barry Le Jeune, 0171 918 3295

7 October: Passenger Transport: Integrated Solutions. Chartered Institute of Transport Conference at the Millbank Media Centre, Millbank Tower, London SW1. Details on 0171 233 7600, fax 0171 233 7611

9-11 October: Coach and Bus 97, National Exhibition Centre, Birmingham. Contact Steve Rooney, on 0171 240 5800, fax 0171 240 5805

10-22 October: SmartCity '97, smartcard technology, five venues throughout UK. Tickets £75. Contact Holly Jones, tel 01763 249933

16-18 October: Mitcar, Paris. Details 00 33 141 299727

17-22 October: Coach and Bus '97, Hallen, Kortrijk, Belgium. Details 00 32 51 226060, fax /9273

27 - 30 October: Bus Business, Verona, Italy. Contact CIEMME, on fax 00 39 464 551 938

23 January 1998: CBW's Coach Industry Awards, Metropole Hotel, NEC. Full details in a future issue of this magazine



Mainline steps on the gas in latest trial for hard-worked demonstrator

DAF's LPG bus on trial for Quality Partnership

MAINLINE is trialling DAF's LPG bus from late September to October as it gears up to strike Quality Partnership deals.

The Sheffield-based group is putting the vehicle - a lowfloor DAF SB220 with Northern Counties Paladin body - on to 'real' routes against its diesel counterparts to assess performance and fuel economy before making bids for Quality Partnerships in the Yorkshire city.

"Suppliers Hughes DAF and Shell are working with us to show the benefits of this new generation of vehicles," said a Mainline spokesman. "In particular, these high-quality buses can enhance the opportunities available to local businesses and councils to

develop Quality Partnerships. Examples already exist of 40% increases in travel on corridors where these vehicles have been introduced, giving exceptional benefit to the local economy."

He said that other Mainline territory such as Rotherham had traffic and pollution problems which could be solved with LPG buses.

Hughes DAF's LPG bus is in almost constant use in trials with operators, said the Cleckheaton-based dealer, owned by Cowie Group: "Orders have been slow in coming, and are often hung up on availability of grants for gas buses," said a Hughes DAF spokesman.

Check on children

AN incident in which a five-year-old was locked in a coach after falling asleep has brought a warning to school contract operators.

Samantha Lester of Desford curled up on the back seat of the Pam's Coaches vehicle on the way home from school, and was shut into the depot when the driver went home. She was eventually found by a council worker sent to the depot to check her whereabouts.

"The driver for every contract should check every vehicle, not for children, but for lost property and vandalism, among other things," said council transport officer Dave Smith. "In our experience, this check is almost invariably done, but the driver said afterwards that he had been anxious to report some minor accident damage so the vehicle could be prepared."

Mr Smith said a reminder was being sent to contractors to remind them of this duty, and that anything similar, though unlikely, would be taken very seriously.



Coach chaos in the capital predicted if advisory service ends in shake-up

No rock and roll on this midibus

OPTARE says its new, integral midibus (page 8, this issue) will provide a ride free of the pitch and roll associated with narrow axles and large front and rear overhangs.

Axles on the as yet unnamed bus have been specially widened - to 2360 mm over the wheels - to meet the body profile. The front axle is placed well forward, and the rear as close to the driveline as possible - giving 2265 mm overhang.

Passenger appeal will also be enhanced by low noise levels thanks to the modern Mercedes-Benz engine, and

air suspension using two bags at the front, four at the rear. The decision to use the full 2.5 metres width leaves a 490 mm aisle width, and despite the 2.65 metre height, Optare promises a roomy feel to the vehicle.

Passenger enjoyment should be further enhanced by deep windows - floor-to-waist height is just 870 mm. The first example of the new midibus, which Optare will only say will be priced 'competitively', will be shown at Coach and Bus 97 at the NEC on 9 to 11 October.

● *For the full story, turn to page 8 of this issue*

Foreign coaches overloaded

FOUR out of five foreign coaches stopped in a Vehicle Inspectorate check at Holyhead Docks were found to be overloaded.

Two German coaches overweight were 18 1/2 tonnes, and a Polish coach arrived at 19 1/2 tonnes. All three were given prohibition notices and alternative arrangements made to transfer passengers to Hull. The driver of a fourth overloaded coach was given a verbal warning.

Corgi contest's top dogs

ANOTHER RECORD number of entries flooded into the CBW office for our Wallace Arnold Volvo/Van Hool Classic Models competition and the six winners names have now been trawled out of the bumper mail bag.

Having weeded out the small number of duplicated faxed and posted entries, the next job was to check the answers.

We asked you: In which year were Wallace Cunningham and Arnold Crowe taken over? Where was Wallace Arnold's first European destination? In which year did the company buy its first

Victory in bus driver licence row

LEARNER PCV DRIVERS who have failed the practical can re-take the test after three days, says the Driving Standards Agency.

The change of heart is being hailed a victory by many training agencies, who said the extra delay could dissuade still more drivers from joining the industry and add unnecessary cost to training without producing any safety gains.

Concerted pressure from the industry, and trade associations, over the proposals for a ten-day delay (CBW 26 July) has had the effect of reducing the gap as a special dispensation to vocational driving tests, including HGV tests.

The DSA has also announced same-day theory test results which can be obtained for no extra cost at 22 of its test sites in the UK.

Volvo/Van Hools? The answers are: 1926, Germany and 1993.

Congratulations to the first six readers who were the first to be pulled out of the hat with the correct answers.

● Tony Beetham, secretary of the Road Operators Safety Council

● Huw Morgan, senior assistant engineer, Caerphilly County Borough Council

● Harry Pepper, director/secretary, Larratt Pepper & Sons, Rotherham

● David Cattermole, Manager, Simonds Coach & Travel, Norfolk

● Peter Leask, Partner, John Leask & Sons, Shetland

● Ray Hunter, senior partner, Sandown Executive, Seaton Delaval



Record entry for Wallace Arnold Van Hool models

INSIDE TRANSIT THIS WEEK

NEWS

Richard Branson is looking to float his Virgin rail, which has 15-year franchises for both the operation of Cross Country Trains and the West Coast Mainline. The franchises clearly give Virgin the ingredients for a national rail operation but its commitments to OPRAF mean it has to enjoy spectacular growth if its stands any chance of making profits, and this against a background of infrastructure renewal. An ambitious new plan to build a high-speed railway along the central reservations of the M1 and M6 motorways has been proposed by a team of Liverpool based academics. Pie in the sky or a blue print to the future? London's Underground is facing a new strike threat as the RMP ballots its members of a 2.7 % pay offer already accepted by ASLEF and TSSA. The ballot on September 2 recommends 12 and 24 hour tube strikes but fresh talks might avoid this.

ANALYSIS

Blazefield, the 400 vehicle bus operating group with operation in Yorkshire, Cambridgeshire, London and Hertfordshire, has dramatically improved profits over the last 12 months. We have full details.

PUS

The government has now published a consultation paper that could lead to a fundamental change for all in the bus industry. We look in detail at what is proposed, and get reaction from those involved. And all the latest job and tender classified ads.

● The new railway and the bus industry are now moving forward in an ever more political environment. In the run up to change it is increasingly important to keep up to date with proposals and trends. Are you keeping up to date. Fill out the subscription form on the back cover to make sure you know what Transit knows this week.

in brief

■ A DECISION on whether prosecutions will result from the Montego coach crash in 1990 is to be made before the end of the year. The crash, in which 12 British tourist died when a double-deck shuttle overturned, was at first alleged to be the result of speeding, but other reports suggested a tyre had burst. Interviews collected in Britain have been sent to French magistrate Phillip Mettoux for a final decision.

■ OIL treatment experts TF Purifiner have filtered out some errors in our report of their business (CBW 9 August). The Purifiner has been misspelt in the e-mail address, which is sales@tfpurifiner.co.uk. The company also points out that, rather than being importer of the device, which can make oil last half a million kilometres, it is a partner in its manufacture. We apologise for any confusion these errors may have caused. TF Purifiner is on 01626 52251, fax 01626 62859.

■ THE OWNER of Huxley Coaches of Thrapwood, near Chester, has been fined £10,000 and ordered to pay £1,930 costs, for failing to comply with a noise abatement order. The order was served in late 1995, forbidding the operator from using power tools with the workshop windows and doors open.

■ CENTRE is waiting for a decision on a £1.1 million grant from Europe to upgrade Walsall bus station. The total cost will be £4.4 million, but £1 million has been raised by the PTA and £2.6 million is Government funded.

Accident 'proof' that seat belts prevent injuries

Two crashes underline coach safety aspects

By Mark Williams

TWO coach crashes in two weeks have proven the strength of the vehicles, and one is being heralded as a demonstration of seat belt safety.

In the first, a duplicate coach being run by Wirral-based EMS Bus and Coach was struck on the M6 by a 38-tonne truck while stationary. The impact demolished the back of the Volvo B10M Paramount 3500 and pushed the coach forward.

But although emergency services expected the worst, even despatching a helicopter ambulance to the scene, passengers sustained only cuts and bruises.

"We've had the belts fitted by Elite Services six months ago," said Nikki

Benson, a manager at EMS. "It was dramatic crash and I believe we have the belts to thank for not having any injuries. I now believe seat belts should be fitted to all coaches."

The second accident involved an almost identical coach, run by Warwickshire-based Wainfleet Motor Services, which struck a stationary, broken-down lorry on the A42 in Leicestershire. Although 29 of the 32 passengers were taken to hospital, only two were detained with serious injuries.

According to some reports, the lorry had been obscured by dense smoke at a blind spot in the road. Driver John Cashmore was badly shaken but uninjured, but it is believed that the

two casualties still in hospital were in the front, near side seats which took most of the impact.

"Mr Cashmore did remarkably well, and his reactions almost certainly prevented any fatalities," said manager Keith Wood.

"It's the first serious accident the company has had," he said. "The coach was fitted with seat belts, but don't think they had any bearing on the low number of injuries."

Mr Wood said the coach is repairable despite extensive body damage.

It is believed that the couple still recovering in Queen's Medical Centre Nottingham, had leg injuries. A spokesman for the hospital described their condition as 'comfortable.'

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28 hurt, but driver's skills praised



DAY TRIP CRASH: The damaged coach following the collision with the lorry during heavy rain yesterday

HERO AVOIDS DAY TRIP DISASTER

driver's skills have been praised following a serious crash in Nuneaton

By RICHARD EDMONDSON

The two people most seriously injured were taken to Queen's Medical Centre in Nottingham. Their condition today was described as stable. Six non-serious cases were also taken to Nottingham.

Infirmary. Most of the injured suffered cuts, bruises and shock. All were back home yesterday evening. Wainfleet manager Keith Wood today praised Mr Cashmore's efforts. He said: "It was a remarkable

Twenty-eight of the 32 passengers - all from the Wainfleet coach struck a stationary lorry on A42 in Leicestershire

Wainfleet coach struck a stationary lorry on A42 in Leicestershire

in brief

■ **GLENDA JACKSON** has officially launched a through-ticketing arrangement between Thamesdown Transport and Great Western Trains. A bus service links Devizes with Swindon rail station on weekdays and Saturdays. Further integration is provided by Great Western Rail's installation of cycle racks taking six bicycles per carriage.

■ **THE UPGRADE** of Dundee's Seagate bus station has begun after years of wrangling. The £620,000, six-month development which includes enclosed platforms and new booking office is being undertaken by Taycon.

■ **NORFOLK COUNTY COUNCIL** is expecting to launch a timetable database system early next year. The computer system will have public access terminals, journey planning via the Internet, and networking to inquiry offices around the county offices. The project is being assisted by Transport & Travel Research of Lichfield, Staffordshire.

■ **THE GOVERNMENT** has issued a revised guide, London Traffic Management and Parking Guidance for London, for consultation. The new guidelines for London local authorities will replace previous advice compiled in 1992: "We are proposing significant changes from the current guidance on parking controls, the aims for the Red Route network, and the options for development of cycling facilities," said Minister for Transport in London, Glenda Jackson. Copies are available from Government Office for London, Riverwalk House, 157 - 161 Millbank, London SW1P 4RR, tel 0171 217 3178.

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EXCEL ... DESIGN FOR LIFE.

Integral, rear-engined midibus uses Mercedes-Benz 900 power plant

Introducing Optare's new baby

By Mark Williams

OPTARE has introduced an integral, lowfloor midibus to the market using the principles of its big sister, the Excel, and the appeal of the MetroRider.

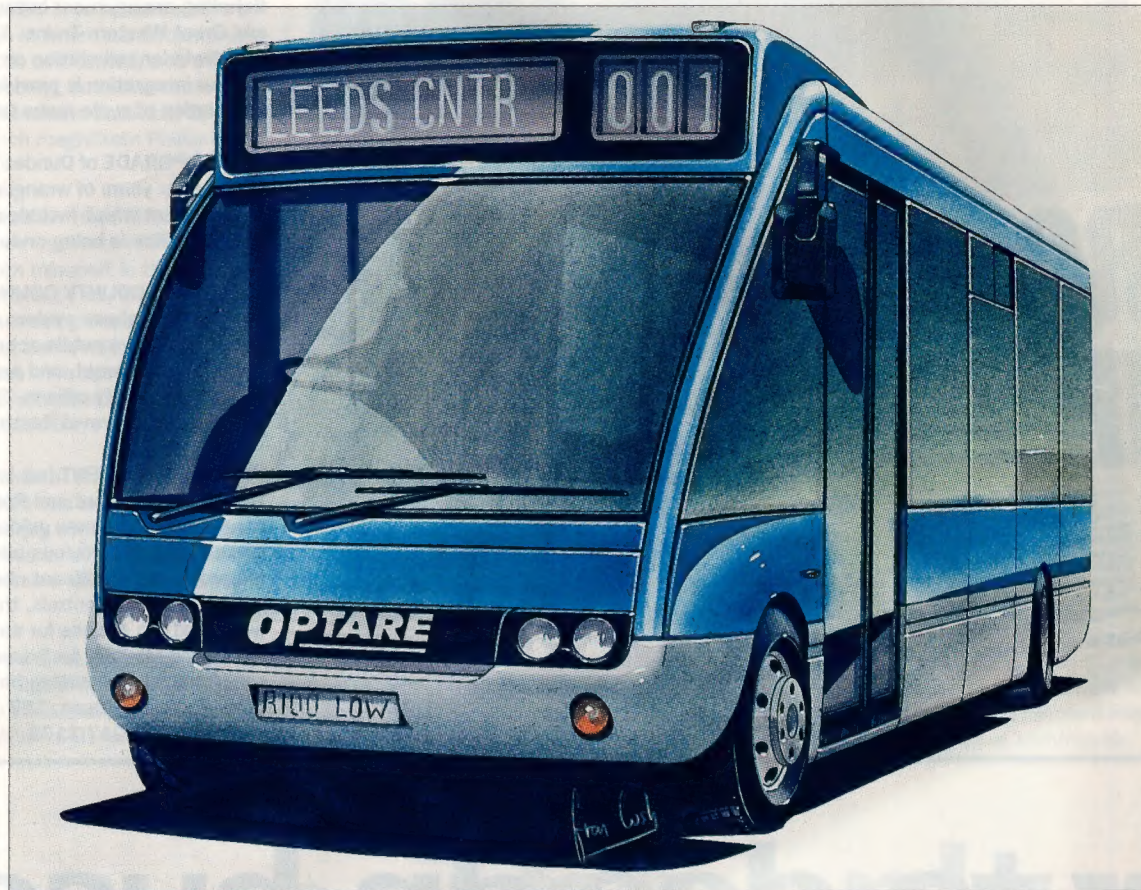
The as yet unnamed vehicle, at 8.5 metres or 9.2 metres, plugs a gap between lowfloor body-on-chassis buses such as Dart SLF and chassis-cowls and conversions. It's a full 2.5 metres wide, and uses 'fly-by-wire' technology to reduce downtime.

"Packaging the necessary components within a double decker or full-size single decker is difficult enough," said Optare md Russell Richardson. "In the confines of a smaller vehicle it is so difficult as to put off most makers."

Mr Richardson said Optare's MetroRider experience - 3,000 have been delivered - gave it the impetus to produce a "proper bus" with a 12-year design life and features which, he said, made him confident it is already a winner.

The midibus sees Mercedes-Benz' compact 900 Series engine, used in the Vario, rear-mounted. It is installed with its gearbox and exhaust system on a quick-release 'sledge', allowing an engine change in two hours, with the vehicle ready for work. Low-loss hose couplings derived from military vehicles help speed the task.

Other innovations include



Styling matches curves and lines of integral Excel and MetroRider and all DPTAC recommendations are met

multi-plexed dashboard links - which limit high-current wiring, and provide one-minute electronic fault diagnosis. It uses heavy-duty GKN and Albion axles, and full air suspension.

"This is a proper bus with no compromises, despite its small size," said Mr Richardson. "The multi-plexed wiring is no great breakthrough - it's already in

many cars - but the diagnostics facility will be of substantial benefit to operators, who tell us electrical faults are a major cause of breakdown."

The midibus meets all DPTAC recommendations and will match specifications laid down eventually by the Disability Discrimination Act, says Mr Richardson. In its 8.5-metre form, it will

have 33 seats, and 37 in 9.2 metre. But the absence of front wheel arch intrusion leaves plenty of wheelchair space on either side and an adaptable floor area.

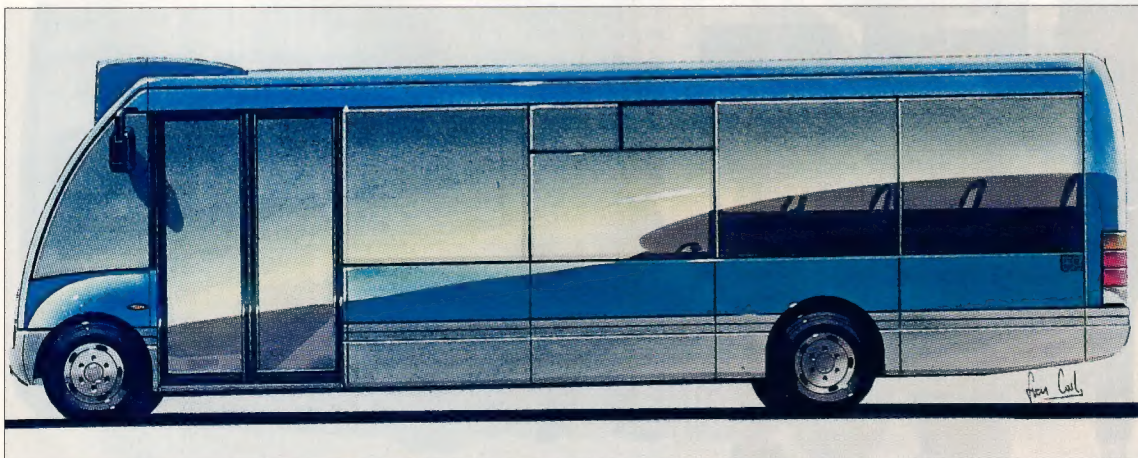
The passenger door in either 1100 mm or 1350 mm widths allows free flow of passengers. The driver position is slightly forward of the door, relieving space for passengers alighting.

Step height is 250 mm, with a kneeling option providing further reduction to 180 mm if required. The design has taken ramp fitment into account.

The exterior of the bus is stylish, with a curved screen and bonded windows. As with Excel, all lower panels are instantly removable for replacement or servicing. Optare has opted to blank the rear of the vehicle, with high-level destination display and registration plate to give a useful panel area for advertising or route information.

Under the panelling is a high-grade steel frame structure, corrosion-proofed and serviceable for retreatment for the vehicle's life.

Within the midibus, choice of interior and lighting is the operator's, but extensive mouldings are being provided for ease of cleaning. GVW will be 9400 kg for the 8.5, and 11,000 kg for the 9.5-metre version.



Steering axle is well forward and lowfloor section uncluttered for wheelchair access

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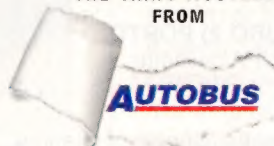
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94 (M) MAN 18.370 - BERKHOF

51 recliners, toilet, double glazed £117,500

94 (L) DENNIS JAVELIN - PREMIERE 320

53 recliners, power door, double glazed £98,500

93 (K) DAF SB3000 DKV - ALGARVE II

49 recliners, toilet, power door £97,500

90 (H) SCANIA K113 - PARAMOUNT 3500,

49 recliners, toilet, double glazed £75,000

90 (G) MERCEDES 0303 - PARAMOUNT 3500

48 recliners, toilet £77,500

90 (G) VOLVO B10M - EXPRESS LINER

51 seats, rear toilet, double glazed £79,950

90 (G) DENNIS JAVELIN - DUPLÉ 320,

52 recliners, courier seat, toilet £54,950

89 (F) VOLVO B10M - VAN HOOL ALIZEE

53 recliners, power door, double glazed £69,950

88 (E) SCANIA K112 - UNICAR ELAN

49 recliners, toilet £42,500

86 (PP) LEYLAND TIGER ZF - VAN HOOL ALIZEE

49 recliners, power door, centre toilet £38,500

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92 (J) TOYOTA OPTIMO II, 18 seats £32,500

91 (J) TOYOTA OPTIMO II, 21 seats £29,950

90 (G) MERC 408 D - COACHCRAFT 15 seats £16,500

89 (G) TOYOTA OPTIMO I, 18 seats £18,950

89 (F) TOYOTA OPTIMO I, 18 seats £18,950

86 (D) MAN 8.136 - G C SMITH, 28 seats £12,950

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Long-term tendered contracts proposed

BUSK plan for revolution in school transportation

By Mark Williams

PRESSURE group BUSK is asking operators to join a campaign to revolutionise home-to-school transport.

It is proposing adoption of a model scheme which would encourage schools to stagger start times, and local education authorities to introduce tendered contracts of up to 10 years. This, says BUSK, would allow operators to use vehicles more intensely and, with longer contracts, invest in better vehicles.

"LEAs will have to appreciate that this could be one way to upgrade schools transport in general, paying the going rate, using fewer vehicles, and giving operators the confidence to buy new or newer vehicles," says BUSK national organiser Pat Harris.

BUSK proposes a meeting between operators, LEAs and schools, before the end of the year, to take its ideas forward: "BUSK sees one of the biggest problems being the attitude of parents and schools to staggered start times," says Mrs Harris.

"To change those attitudes, the right approach has to be found so parents can see the benefit to their children, short and long-term."

BUSK wants to see the LEAs introduce adult supervision on at least primary school runs, produce an LEA/parent 'contract' making parents directly responsible for their child's



Pat Harris: 'Attitude to staggered start times a problem'

actions on vehicles, and issue obligatory bus passes which must be shown for every journey.

Operators would respond to longer contracts with newer or purpose-built vehicles, provide drivers with identity badges and radio or phone links, and train them in basic first aid. Parents would be asked to provide supervision, receive first-aid training, and be provided with personal insurance cover by the operator.

"More involvement from all parties concerned can only be a good thing, raising everyone's expectations and underlining shared responsibility, including that of pupils," said Mrs Harris.

The idea brought broad support from the Confederation of Passenger Transport, but it cau-

tioned against several pitfalls.

"Of course, we are keen to support anything which improves public transport, including that to schools," said public affairs director David Watson.

"But we could not officially support any campaign until it had been through full consultation with government departments, professional associations, LEAs and the teachers' professional associations, and had achieved support for its aims."

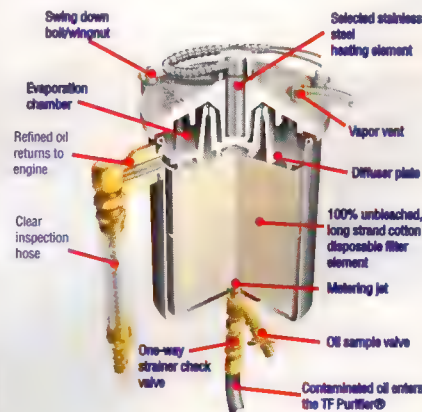
"I suggest that ten-year contracts may be anti-competitive, and that the notion of coach drivers being called upon to administer first aid is a definite no-no. There are real problems of liability, and of having any direct physical contact between drivers and children."

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Pompey gets Blue Line Urbanstars



SOLENT BLUE LINE has put 14 UVG Urbanstar buses into service on its cross-town Portsmouth routes. The Dart SLF-based vehicles will be run under Solent Blue Line's franchising system by its close partner for some years, Marchwood Motorways, though they have SBL's usual livery.

They replace similar numbers of ageing Bristol VRTs... the last crew-operated buses in the area. The replacements have Wayfarer 3 ticketing systems.

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*In the bumper
September
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- Get to heart of the country in Birmingham
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- Learn how one operator has gone corporate
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Albatross for this month's best group deals. See Page 7 of the September edition of *Coach Tours & Excursions*

Siesta Travel is doubling hotel business on the Costas next Spanish programme

By William Golden

SIESTA Travel Europe is reporting an increased demand for its northern Spain holiday programme thanks to the successful introduction of its club class coaches.

The night express operator brought the six club class coaches into operation in 1995 and they have helped the Middlesbrough-based company survive the recent slump in the market.

Passengers pay a £7 supplement for club class travel, which is on 62-seat double-deck coaches. Seats have pitches of at least 35 inches and recline to a 45 degree angle.

Siesta Travel also operates a single-deck equivalent - hotel class - on coaches that carry 39 passengers.

Managing director Paul Herbert said: "Companies who stuck to the old mentality of running night express services on standard coaches have found they have nothing to attract the customer. At Siesta, we have decided to go it alone and bring in an extra quality of service."

"This year, there has been great demand for both club and hotel class coaches to Spain."

Siesta Travel's core business to Spain involves holidays in mobile homes and, this year, it has a capacity of 25,000. This

may be increased by 10% in 1998, a year which also see Siesta double its hotel capacity to 20,000.

Mr Herbert said: "We have been concentrating on the night express market and now think we have got this about right. Our core business has been mobile home holidays and we could increase capacity next year."

"As a result of concentrating on the mobile home side of the business, we have tended to let the hotel side tick over. We now want to build up the hotel side, which is a much more competitive market. You are up against the big companies such as Thompsons and the direct

sell agents."

Next year, Siesta will again operate six club class coaches to Spain but expand its hotel class fleet from two to eight to cope with the extra hotel capacity.

Siesta also sells apartment holidays but capacity has been pegged at 13,000 because of a shortage of quality accommodation.

In addition to the coaching programme, Siesta runs an air tour programme to Spain from Manchester and Newcastle upon Tyne.

● A new programme to Porec on Croatia's Istrian Peninsula is to be launched by Siesta Travel next year.



All aboard: Chris Smith, associate director of KD Cruises, launches the programme with (from left) Kevin Baum, md of Botel Services; David Bridge, Botel's sales director; and Michael Flanagan, sales director of KD Cruises

Rhine time in new wholesale tour programme

BOTEL SERVICES is pushing the boat out next year by teaming up with KD River Cruises to launch Connoisseur Cruises.

The European programme will feature two Rhine itineraries and a trip along the Moselle. The Rhine itineraries are Cathedrals and Canals, which is a three-night cruise from Strasbourg to Rotterdam; and the two-night Rhineland, which runs from Cologne to Frankfurt.

The Moselle Explorer is a two-night cruise from Trier to Cologne.

All cabins are en-suite and have radio, telephone and air-conditioning and the cruises are inclusive of full English breakfast, four-course lunch, afternoon tea and four-course dinner. On-board facilities include a sundeck, observation lounge, bar and dining room.

All KD ships have nightly entertainment and the packages include a Cap-

tain's Welcome and Farewell parties. Shore excursions are also available.

Overnight accommodation in three or four-star hotels in Belgium or Holland can be arranged, or they can be included a part of a longer holiday package.

● For more information and details of prices contact Botel Services on 01709 703535 (fax 01709 703525), or call the Manchester office on 0161 428 7333.

year as it builds on the success of its night express service with touch of class



Stretching out: more leg room on its club class vehicles has paid dividends for Siesta Travel Europe

Christmas coach capacity is increased by Le Shuttle

COACH CAPACITY on Le Shuttle has been increased to meet extra demand from operators in the run-up to Christmas. The space has been made available for them to develop themed packages such as office Christmas parties or Christmas shopping at Cite Europe, which is five minutes from Le Shuttle terminal at Calais.

Paul Cowgill, passenger

sales director, said: "Our traffic figures for this year indicate a 10% year-on-year growth, reflecting the tremendous support the industry has shown us. It is very satisfying to be able to reciprocate this support by offering additional space in the final quarter of the year."

● For bookings and more information call Le Shuttle Coach Sales Centre on 01303 272770.

Party time at hotel

GET in the party spirit by organising a group visit to the Skiddaw Hotel, in Cumbria, this Christmas. The three-star property in Keswick is offering breaks for £41 per person a night, excluding Saturday nights, and comprises overnight accommodation, full English breakfast and five-course dinner.

The Christmas Party programme includes a disco and games with prizes. At dinner, groups have a menu choice of five starters and five main courses.

This new deal for groups is party of a rolling programme of special coach group initiatives from the Skiddaw Hotel, which also provides a free coach wash service depending on the length of stay.

● For more information about Christmas Party breaks and other deals contact general manager John Miller on 01768 772071.

Wizard tour to Australia

PARRYS International is adding some Winter warmth to its holiday programme by running its third tour to Australia in January.

The 18-day tour departs on Monday 19 January and costs £1,945 per person, excluding insurance and airport taxes. It comprises seven nights in Sydney, three nights in Brisbane and four nights in Cairns. Return flights to Australia are with Singapore Airlines and there is an overnight stop in Singapore on the outward journey. Accommodation is in four or five star hotels on a room only basis.

The West Midlands operator also is running its regular Caribbean cruises in November and March of each year. The next departure is on 15 November and the price is £1,125 per person, exclusive of insurance and port charges. The tariff comprises transfers to Heathrow or Gatwick, return flights to Miami and seven nights aboard the Royal Caribbean's Majesty of the Seas.

Last postcard

OPERATORS planning excursions to Holmfirth, the West Yorkshire town that is featured in *Last of the Summer Wine*, should be advised that the Holmfirth Postcard Museum closed at the end of August for an unspecified period. It is hoped to find another site for the collection as soon as possible.



EUROWATCH

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	22C/72F	Madrid	28C/82F
Athens	29C/84F	Oslo	21F/70F
Berlin	22C/72F	Paris	27C/81F
Brussels	24C/75F	Rome	27C/81F
Dublin	16C/61F	Stockholm	26C/79F
Lisbon	23C/73F	Vienna	23C/73F
Luxembourg	24C/75F	Zurich	21/70F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.50	Luxembourg	0.39
Belgium	0.48	Netherlands	0.48
Eire	0.54	Norway	0.66
France	0.48	Portugal	0.47
Germany	0.58	Spain	0.43
Greece	0.39	Sweden	0.54
Italy	0.55	Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.83 Sch/£	Italy	2,181 Lire/£
Belgium	58.14 BFr/£	Netherlands	3.16 Gld/£
Denmark	10.79 K/£	Norway	11.67 Nkr/£
Eire	1.055 Punt/£	Portugal	285 Es/£
France	9.47 F/£	Spain	236 Pta/£
Germany	2.81 DM/£	Sweden	12.35 SKr/£
Greece	446 D/£	Switzerland	2.32 Sfr/£

AA Out and About with AA Roadwatch

Licence bid withdrawn



LICENSING

AN OPERATOR banned from holding or obtaining a licence last July withdrew his bid for a fresh licence after West Midlands traffic commissioner John Mervyn Pugh said he had no power to hear it.

Dean Ratcliffe, who was seeking to trade in the name of Di's Minibuses, of 85 Torrington Avenue, Tile Hill, Coventry, Warwickshire, was seeking at a Birmingham public inquiry a new two-minibus restricted licence. Mr Ratcliffe was banned from holding or obtaining an O-licence for five years and had his PCV driving licence and O-licence revoked, following his conviction for a serious offence.

For Mr Ratcliffe, Frances Skyte said that, since his PCV driving licence had been returned to him, he had obtained employment with a Coventry coach operator. He also now had a steady girlfriend and was planning to shortly get married.

Mr Pugh pointed out he had no jurisdiction to hear the application as Mr Ratcliffe had not asked for his period of disqualification to be reviewed, something traffic commissioners now had the power to do.

Mr Pugh suggested perhaps Mr Ratcliffe ought to have appealed to the Transport Tribunal against his original decision. Mrs Skyte said he had not appealed as they had considered the decision to have been a fair one in the circumstances of the case.

Mrs Skyte said Mr Ratcliffe would withdraw his application and Mr Pugh said clearly Mr Ratcliffe was rehabilitating himself and, if he continued to do so, he would be prepared to consider reviewing the disqualification period and together with an application for a fresh licence next April.

Authorisation cut from seven to three



LICENSING

IN *Coach and Bus Week*, week ending 14 August, it was reported that the O-licence authorisation of VG Jarvis Coaches of Aberdare had been cut from seven vehicles to two. This was incorrect. At public inquiry, the licence authorisation was cut from seven to three vehicles, and we apologise unreservedly for this factual error.

Linkline pays the price for poor maintenance record

Two-week suspension for school bus operator



MAINTENANCE

THE poor maintenance record of a school bus operator has led to his O-licence being suspended for two weeks at a Trafford disciplinary inquiry.

Thomas Burton, trading as Linkline Travel, of 386 Gravel Lane, Banks, Southport, Lancashire, had been called before North Western deputy traffic commissioner Patrick Mulvenna because of concerns about his maintenance standards and the incorrect taxation of a vehicle. Mr Burton holds a national three-vehicle O-licence.

DoT vehicle examiner Eric Bober said he had carried out a maintenance investigation in May. The vehicles were parked at Baxter's Farm, some two miles from the declared operating centre. Mr Burton had told him the local authority had required him to move his eight vehicles from Gravel Lane. Two were licensed as PSVs and two as private-hire vehicles, the others being off the road. The vehicles were used for the carriage of school children and for private hire work. He examined two vehicles, both of which he found to be in a potentially dangerous condition with serious brake and tyre faults.

The vehicles were inspected by Mr Burton's CPC holder, Sydney Ashcroft, said Mr Bober. The stated inspection interval was six weeks but there were gaps of up to eight months in the records. The records produced were incomplete and were of the wrong type. The driver-defect reporting system was not being enforced. The vehicles were parked in the open on rough hard standing. The approach road to the premises was in very poor condition. The workshop was old and the inspection pit was deeply water-logged and clogged with rubbish.

Assurances given during a maintenance investigation in February 1996 had not been complied with, said Mr Bober. The vehicles in use were old and required a lot of attention, which they were not receiving.

Questioned by Andrew Woolfall, for Mr Burton, Mr Bober denied he

had been told one of the prohibited vehicles was under repair or the other prohibited vehicle was off the road because the test certificate had expired.

Mr Woolfall said the pit had been cleaned out and tidied up, a new type of inspection record was in use and the driver defect reporting system had been revised.

Mr Ashcroft said he acted as Mr Burton's transport manager and he maintained the vehicles with the assistance of a Mr Johnson, who was

'The vehicles were used for the carriage of school children and for private hire work. I examined two vehicles, both of which were potentially dangerous' -
ERIC BOBER,
DoT examiner

also employed as a driver. The commissioner had not been notified of the change of operating centre due to an oversight on his part. The premises were 600 to 700 yards from the sea.

The inspection pit had not been completely waterproofed and it used to weep when there was a high tide. It had been full of sea water when the vehicle examiner visited.

They had now done some sealing work and had repainted the pit. They were hoping to use a warehouse on the site to park the vehicles under cover when it was vacated in the near future. The vehicles were now being brake tested every 12 weeks at the local test station.

The prohibited vehicles were not marked as being out of service as the PSVs were driven by himself, Mr Burton and Mr Johnson, said Mr Ashcroft. The vehicles had been

inspected regularly, it was just the paperwork side that had been neglected. It had been a case of not writing things down. They had not fully appreciated the job was not done when they put the tool box away.

Mr Ashcroft said the vehicle excise duty problem arose after they had removed a 12 seater from PSV work and had taxed it at the lower rate. They subsequently brought it back into the PSV side and in error it was taxed on the renewal notice. He gave an undertaking that any back duty due would be paid.

It was obvious they had all been doing too much, said Mr Ashcroft and, from September, it was planned to employ a full-time fitter. He gave an undertaking to apply for a change of operating centre within seven days.

Mr Burton said he did not have a lot of day-to-day involvement with the business. For the future he would have to go into the office more often to check everything was being done properly. He had not thought to notify the commissioner of the change of operating centre as the postal address had not changed.

In reply to the deputy commissioner, Mr Burton agreed he more or less left everything to Mr Ashcroft. He said he had never understood the paperwork side.

Asked whether he understood his duties as an operator, Mr Burton said he was learning that now.

Financial evidence was heard in private at Mr Burton's request.

Producing references from clients, Mr Woolfall pointed out Mr Burton's vehicles had never received a prohibition notice at the roadside.

Suspending the licence, Mr Mulvenna said there was no doubt in his mind there were grounds for taking disciplinary action. It was a sorry tale. There had been a great deal of laxity in the way the operation had been managed. Unless adequate records were kept, the Vehicle Inspectorate could not be satisfied vehicles were being kept in a road-worthy condition. However, he was heartened by the fact both Mr Burton and Mr Ashcroft now appeared to realise what was required.



Johnsons (Henley) Ltd: accused by the VI of permitting drivers' hours offences and of 48 offences of failing to produce tachograph records

Hours and tacho charges: Johnsons (Henley) may appeal



DRIVERS' HOURS

JOHNSONS (HENLEY) LTD is considering appealing to the High Court against a decision of the Stratford upon Avon Magistrates that the hearing of a series of alleged drivers' hours and tachograph offences be heard at the same time as the charges alleged against 26 of the company's

drivers. The drivers face 80 charges including driving for 4½ hours without the required 45 minutes break, taking insufficient daily and weekly rest, failing to keep a record, and, in one instance, driving a class of vehicle when not authorised so to do.

The company, which is accused of permitting the drivers' offences and of 48 offences of failing to produce tachograph records in a prosecution

brought by the Vehicle Inspectorate, wanted separate trials for itself and each of the drivers.

For the Vehicle Inspectorate, Beverley Bell argued it was in the interests of justice that the cases should be heard together so the court had the whole picture.

The magistrates adjourned the hearing until mid-September.

Black day for Black Horse Coaches



LICENSING

ROSE WORLEY, who trades as Black Horse Coaches, has had her O-licence suspended by West Midlands traffic commissioner John Mervyn Pugh until she produces further financial information to satisfy him she has sufficient financial resources.

The commissioner had already cut the authorisation on the licence held by Mrs Worley, of 198 Blackhorse Road, Longford, Coventry, Warwickshire, from four vehicles to two when he earlier adjourned consideration of what action to take to give Mrs Worley an opportunity of producing financial information (CBW, 5 July).

When the hearing resumed, Michael Carless, for Mrs Worley, said draft accounts produced demonstrated the business was improving and steps had been taken to deliver the figure the commissioner was look-

ing for. The Traffic Area could check with the bank that funding was available.

Mr Pugh said it was not for him to delve and inquire of bank managers. It was for the operator to satisfy him.

Financial evidence was heard in private at Mrs Worley's request.

Mr Pugh had indicated he proposed suspending the licence until proper audited accounts were produced. Michael Carless, for Mrs Worley, said the suspension of a licence in the psv industry had a devastating effect.

Mr Pugh said he had to consider the industry as a whole. If he was totally soft, as he had been with Mrs Worley, others were going to say: "Why bother, just string him along." Certain standards were required and he had been so lenient in giving Mrs Worley time to produce the required information.

Suspending the licence with effect

from midnight that night, Mr Pugh said he hoped it would give Mrs Worley a sufficient jolt as to make her realise these things needed to be done. The suspension would only be lifted when full proper audited accounts were produced, plus a letter from the new bank confirming there was a facility on offer of £2,500 per vehicle and a letter from the old bank confirming no money was owed to them. In addition, he would require the person who had prepared the draft accounts produced to attend on the next occasion as there were a number of items requiring explanation.

Mrs Worley had been given since 6 June to produce the required information, said Mr Pugh and the action he had just taken he should perhaps have taken in June and July. He warned Mrs Worley that, if she was found to be operating, she could expect the immediate revocation of her licence.

Unqualified driver causes O-licence cut



LICENSING

THE employment of an unqualified driver to drive a 16-seater PSV minibus has led to Jennifer Parker's O-licence authorisation being cut from two vehicles to one.

Ms Parker, of 24 Willow Way, Wisbech, Cambridgeshire, trading as Parker's of Wisbech, had been called before Eastern Traffic Commissioner Brigadier Compton Boyd at a Cambridge disciplinary inquiry following her conviction for employing an unqualified driver.

Ms Parker, who holds a restricted licence, claimed she had only been following advice given to her by the Department of Transport.

Make car parking a costly experience

A few weeks ago I wrote that any consultation on transport provision should be wide ranging - looking at the reasons why people travel and what affects decisions on transport mode. The recently-published discussion document Developing an Integrated Transport Policy does indeed do that, and the Government should be commended for grasping this particular nettle which, as it rightly says, will involve the Government and individuals in stark and difficult choices.

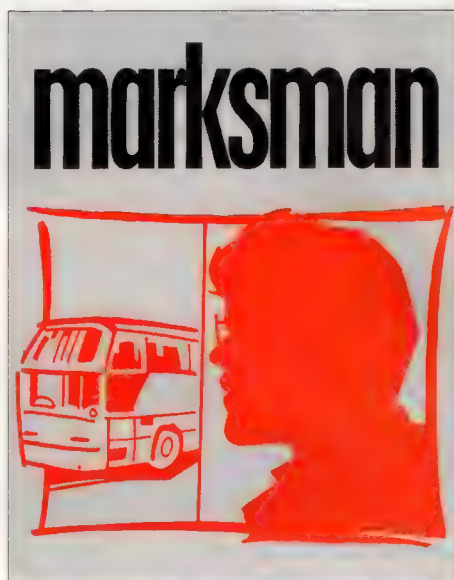
There is no easy solution to curbing traffic congestion and pollution therefrom. There may not be a right answer or an absolute cure at all, yet it is an important issue for all of us as operators and individuals and it is, therefore, seemly that we should all be involved in seeking any remedy or remission possible.

However, despite commendation for effort, I have doubts about the thinking behind the questions posed by this document. Personal experience and study of all recent schemes cries out that, whether carrots or sticks are used, the public is unlikely to stop using cars which they already possess and make a significant number of journeys by public transport. The marginal (ie, running) cost of using a car is still below 10p a mile. This may actually be less than the public transport equivalent and, more to the point, it is seen as well affordable to have the enjoyments and freedoms of personal transport. It is useless telling a car owner that the true costs are more like 45 pence per mile. Once a car is owned it is only the marginal costs that really count.

Developing an Integrated Transport Policy contains the clue to what I think is the real answer. It cites the fact that passenger journeys have decreased across the majority of the country where bus services are deregulated, but increased in (regulated) London. I reject inference in the document, that the increase is because of regulation and the decrease because of deregulation. The decrease is actually slower since deregulation than it was pre-1985 and has, indeed, now levelled out. The true reason for the increase in London is not regulation, but simply the fact that, while it is tiresome to drive in London, the real deterrent to owning or using a car in London is parking it.

That is my point: it is not the cost of owning or using a car that will switch people to public transport, nor is it congestion. The determining factor is what to do with the vehicle when it has to stop, whether for a few seconds, an hour or two, or all day or night.

All that freeing up car spaces on the road by cajoling car users to convert to public transport will achieve is more car users coming in to fill the available space. What I believe is actually needed is a policy that actually reduces car ownership, not just use. My heretical solution,



‘What is needed is a policy that reduces car ownership, not just use’

which I have aired in this column before, does, indeed, involve stark and difficult choices, but it is very simple: Over a period of time, ban all garaging of cars on the public highway. It is what happens when cars are stationary that determines ownership and thus public transport use - not the costs or problems that accrue when they are going.

As well as reducing the number of cars in possession and thus likely to be used, a tightening up on long-term on-street parking would free up road space for traffic movement which, historically and legally, is the purpose of the highway. It never was free stabling for the horses, nor should it be free garaging for the motor-car.

This consultative paper outlines the case for various changes, extols the need for adequate enforcement but makes the easy-to-anticipate comment that “Resources are strained [and] it will be necessary to balance the competing calls on Government expenditure.” I beg to differ.

Here we have a radical review, promoted by a new, large and powerful Department (Environment, Transport and the Regions). Is it not high time for a really radical re-think about transport financing? Is there a single good reason (apart from the inherent desire of the Treasury to keep its hands on the entire purse strings of the State - and I am not sure that this is a good reason) why the DoTER should not be wholly responsi-

ble for its own budget? Yes, I do mean what you think. That this super department should keep all the revenues from VED, fuel duty, operator and driver licensing and all other fees and duties collected from the motorist and the transport industries, and directly use the revenue to provide the infrastructure and support required to make the transport system workable.

All the figures I have seen over the years suggest that, if this course was followed, far from there being a shortage of funding for whatever needed to be done as a result of this review, there would be a mega-gigantic surplus.

It is surely a manifest injustice to charge and tax all road users, partly as a source of general Treasury funds and partly as an actual deterrent to road use (as evidenced in above-RPI fuel duty increases in recent Budgets) and then plead poverty when cash is needed to make the transport arrangements of the nation more efficient.

Which leads to another of my concerns about this consultation paper: it repeats the tired statistic that fares under deregulation have increased faster than inflation. Hardly surprising when Governments of both colour have inflicted increases way above RPI on a major cost item - fuel. Here's another stark choice for the Government and passengers: do you want old vehicles, with high floors and low emission quality, or has the industry correctly heard

the call for new lowfloor buses with (less economical) Euro 2 emission standard engines - not to mention incidentals like enhanced destination displays, air conditioning, DPTAC features and drivers oozing customer care. The stark and difficult economic fact of life is that these are all extra costs and, without Government aid, the only way these enhancements can be paid for is via the fare box.

Surprisingly, this document ignores the role of the coach. This is a wide-ranging review supposedly covering all forms of transport by land and water including cycling and even walking, yet I do not think the word ‘coach’ appears at all. The contribution commuter coaches make to its apparent objectives are not acknowledged, far less any suggestion that they (and other express services) could have an even greater role in reducing congestion and pollution.

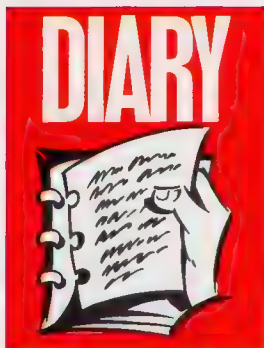
I end with another positive suggestion to reduce car dependence: that the distances which a child can reasonably be expected to walk to school as we approach 2000 should be reviewed. What was normal, practicable and acceptable when the Education Act 1944 was passed is at odds with contemporary reality - as witnessed by the profusion of parents' cars outside every school in the land. We should be gunning for this with all our might, notwithstanding our vested interest in such a review.



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VOLVO



Hello, who's on the bus?

THAT doyen of sycophancy, *Hello!* magazine, has turned to buses to make a point about its rival. The toadying trophy room of the rich has had its nose put out of joint by *OK!*, which also sucks up to the famous although, *Hello!* claims, not the REALLY famous.

Hence a decker cleverly liveried by transport ad specialist TDI to make it look as if every seat has been taken by the likes of Ivana Trump et al, whose chief claim to fame is being famous.

The slogan goes along the lines of "Why settle for lookalikes when you can have the real thing?" and, to rub salt in the wound, *Hello!* has had the bus parked outside the *OK!* offices.

The vehicle's set of passengers are, mercifully, more silent than the real thing, giving trainee drivers who will be using the vehicle when off duty an easy introduction to the real thing and a fund of stories which begin: "You'll never guess who I had on my bus the other day..."

BYGONE DAYS

What's this, and what's different?

WE make no apology for giving you this little charmer of a coach to identify for the second time - it first appeared in our predecessor magazine, *Coachmart*.

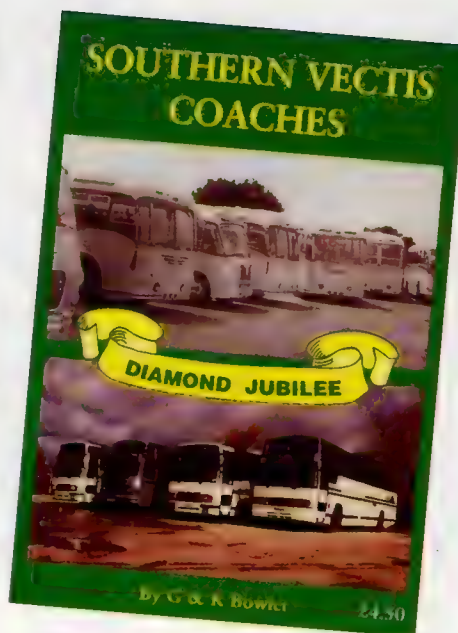
Photographer Eric Ogden captured the vehicle on film in 1970, when it had already had a few years of use. We not only want to know which vehicle it is, but how it has been modified from its original form. Look closely and you'll see a clue. We'll also offer the date of manufacture, 1951, to help your search. First correct answer gets a CBW mug.

Vectis: 60 years in 40 pages

SOUTHERN Vectis Coaches' first 60 years have been condensed into 40 pages for a biography recently published.

The largely black and white volume celebrating the Isle of Wight company's Diamond Jubilee has been pieced together by local historians Graham and Keith Bowler, who have sourced a good number of archive pictures, including one of a rare London Lorries-bodied Dennis Arrow - a rag-top which joined the fleet in 1937 when its original owner, HG Eames of Shanklin, was taken over by Southern Vectis.

Southern Vectis Coaches is £4.50 plus £1 post and packing from TBC Hotline, PO Box



910, Southampton SO14 2ZG.

Cheques should be made payable to Southern Vectis.

Watch out for stowaways — and vehicle examiners

THE word 'stowaway' conjures up visions of ragged-trousered boys hiding in ship's holds.

No longer. Modern stowaways are often economic or political refugees who clamber into the most unlikely gaps to reach Britain.

Ask Eurostar, who recently discovered four Russians nestling under an inspection hatch on the Chunnel train.

Staff were alerted by a

tapping sound from under the vehicle (in the bus industry, a sign that a VI examiner is at work) and the men were arrested at Ashford. In an earlier incident, a stowaway wasn't discovered until the train reached Waterloo.

Which makes one wonder how long it will be before a stowaway will be found hitching a ride in a coach. After all, they're a popular place for hiding

drugs.

The lockers are the obvious place but it seems that cramming under an inspection hatch is not out of the question.

Incredibly, and widely reported, Asians have stowed away in the front wheel compartment under 747 jets, braving sub-zero temperatures in the process and occasionally falling out, frozen solid, when the wheels go down over the airport.

COACH AND BUS WEEK ENDING...

10 YEARS AGO

● Plaxton signs a co-operation agreement to supply Ikarus buses to the UK, starting with the 400 series single decks which are to be sold through Kirkby. The five-year deal allows Plaxton to market the buses throughout Europe. Chairman David Matthews sees it as an opportunity to extend its range - currently limited to the Derwent.

● Dormobile promises its Routemaker minibus, chiefly based on the Freight Rover Sherpa 400, for the Bus & Coach Council show. The body will also be available on Mercedes-Benz 709 and 811, Dodge S56 and Iveco 49.10 at a later date.

● Wilfreda Luxury Coaches buys Doncaster-based Beehive from the Co-op-owned Co-operative Retail Services. Phil Haxby is appointed joint manager, providing work for the Beehive's three DAFs and 10 Bedfords. It has nine schools and 13 works contracts.

(Coachmart, 4 September 1987)

15 YEARS AGO

● Volvo is finally classed as a British manufacturer by the Society of Motor Manufacturers and Traders thanks to its Irvine plant, producing F7 trucks and tractor units and deckers. Annual production is 2,000 chassis.

● Bedford, Leyland and Ford coaches dominate the classified advertising. Don's Coaches of Great Dunmow wants £500 for a 1967 VAL with Plaxton body, Maynes of Manchester expects £10,750 for a three-year-old Bedford NJM Dominant and Club Cantabrica wants £13,700 for a Ford R1114 with Plaxton bodywork.

● Our man in Dover, Ray Pearson, spends four days with the traffic area inspectors, who manage to nail four foreign coach drivers for driving hours offences. Two Greek drivers have driven across the Continent, picking up passengers en route, but do not have the right driving licence.



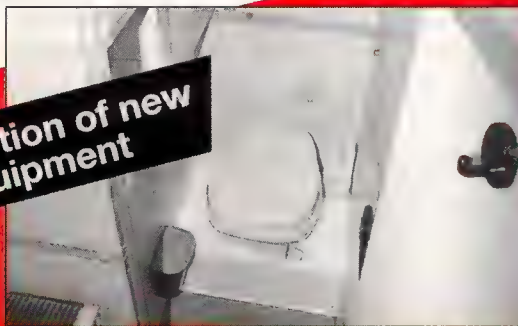


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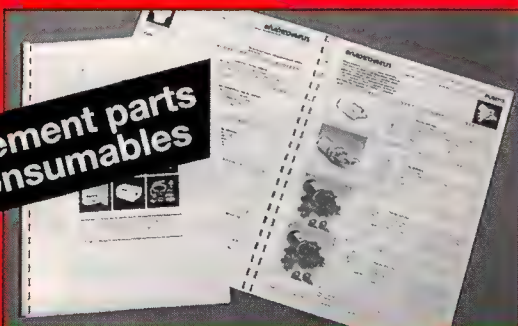
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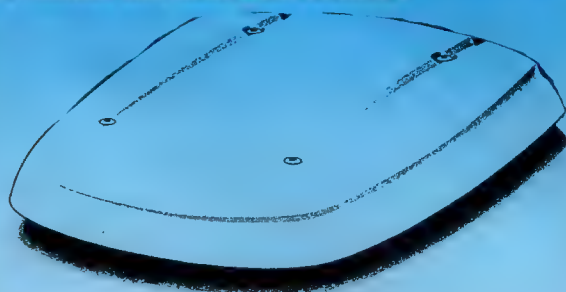
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LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

VI aims to help operators

Your recent editorial touched again on 'S' markings (*CBW*, 9 August) suggesting that some operators are unaware of the meaning of the 'S' endorsement.

To counter this, and other misunderstandings about prohibitions and related notices, we are planning to run a series of seminars in the Autumn. As well as explaining the standards applied by vehicle examiners, they will run through the procedures for issuing a prohibition and getting it cleared, and explain the significance of all the markings on the form. Attendance at these seminars should improve operators' understanding of the actions of vehicle examiners, particularly when a prohibition is issued.

We will be coming out with details of the dates of these seminars in September.

Understanding will be further aided by the roll-out of our information systems strategy, as the computer-produced PG9s will then spell out that a defect was considered to be due to a significant failure in maintenance arrangements, rather than simply use the 'S' annotation.

JULIAN DAVID
Vehicle Inspectorate
Bristol
Avon

Letter of the Week

I was talking about improving services

I was amused to read the letter from Rosemary Sharples (*CBW*, 14 August) commenting on mine of a few weeks ago and the typical refusal to appreciate the true picture of bus travel. My comments were based on a belief of a better way to operate public transport services, not a criticism of bike users.

I used to own a bike, although admittedly do not do so now, and can confirm that mine was dirty and certainly rattled! I would not like to travel with that, and certainly not someone else's, vibrating behind my ear all the time. After it has been ridden, which is the point of taking it on the bus in the first place, if it has been raining, no matter how fussy Rosemary is, it is bound to be dirty.

My comment was actually referring to the criticism of praising up Continental designs at the expense of British ones. The idea recently photographed in the magazine of the Bristol VR double decker with an outside bike rack, where they would not cause offence to the majority of the bus passengers, seems to me to be a far better option for the majority of the

users and provides travel opportunities more akin to a car. Obviously a separate covered compartment would be the best option but it is unlikely that bike riders would want to pay the full cost that the provision of one would cost. The majority of bikes carried on the backs of cars are in fresh air.

As a second point, Rosemary then goes on to suggest that I might propose that there should be a dress code. While, I am quite capable of coming up with ideas of my own perhaps this is not as outrageous as it first sounds. I am sure there are many regular passengers and drivers who would at times welcome this, particularly when forced to sit next to someone who has not washed or is drunk. Anyone who is a regular passenger will know this happens, even if it is not politically correct to say so (ask Steven Norris).

I hope this satisfies Rosemary's curiosity.

A E FODEN
Oldfield Park
Bath
Avon

Glimpse of the latest Noge

You indicated (*CBW*, 28 June) industry pundits are suggesting Alf Moseley Continental may be planning to import Noge coaches from Spain. I wondered if you might like to 'whet the appetites' of your readers

by publishing the enclosed photograph of the latest 'stunning' Noge coachwork seen in Stratford this Summer.

This particular Noge is built on Mercedes underframe and is operated by Autocars Roqueta of Barcelona.

DAVID LEE
Redditch
Hereford & Worcestershire

Real cost of clogging roads

I see the publication of the Government's Green Paper on transport has the pro-car lobby trotting out the old chestnut of motoring tax receipts exceeding the transport bill. The real cost of continuing to clog roads with cars includes that of accidents, chest complaints, acid rain damage, two billion wild animals killed annually, river pollution, loss of countryside, and noise pollution. Car owners don't have the right to blight lives.

BRIAN HILL
Nuneaton
Warwicks



Latest Noge coachwork seen in Stratford this Summer on Mercedes underframe

Letter of the Week wins a
Corgi Classics model bus



 **CORGI**
CLASSICS



The PCC car - a brave effort to save the form of transport that helped change urban America

The general public loved it, but the car and oil men hated it - and finally saw it off

A streetcar to desire

THE PCC CAR was America's most technically-advanced pre-war streetcar. It was a brave effort to save the form of public transport that helped change urban America, creating access to suburbs and amusement parks, but which was fast being eclipsed by private cars and buses. Between 1922 and 1932, streetcar mileage almost halved. But, in a final attempt to change history, 25 major streetcar operators and most of their suppliers formed the Electric Railway Presidents' Conference Committee - Presidents' Conference Committee (PCC) for short - in 1929. They set themselves the task of producing a streetcar with the speed and performance of a private car and the operating economy of a bus.

The committee poured over \$1 million into the project - against the economic background of the Great Depression - and recruited a chief engineer from outside the industry so it wouldn't be hide-bound by past practice.

Market research established how much acceleration



passengers would tolerate. The streamlined single-ended prototype, unveiled in 1934, offered such advances as air-operated folding doors. Underneath, rubber components made it uncannily quiet.

In 1936, the first 100 went to New York's Brooklyn-Manhattan Transit Corporation which also took the prototype; around 5,000 were delivered across North America before production ended in the early-1950s.

Most were built either by the St Louis Car Company or Pullman, with Westinghouse or General Electric equipment.

But the PCC car didn't save many streetcar sys-

tems. It was no match for National City Lines, a company part owned by General Motors and some oil and rubber companies and which was formed around the same time as the PCC.

By 1950, NCL had bought up and closed down over 100 cities' streetcar systems, replacing them with buses.

It got its comeuppance when it was convicted of engaging in a criminal conspiracy, but that was too late to save more than about 10 systems.

PCC cars - many bought from the closed systems - kept most of them going until new cars could be bought in more recent years, while others were exported to Europe. Largely through the efforts of Belgian manufacturer La Brugeoise, brand new Europeanised PCCs joined many Continental tramways.

And thanks to a licensing deal arranged in 1947, the huge Tatra works in Prague, and some associated factories, supplied Iron Curtain countries with huge fleets of updated PCC trams from 1951 onwards; many still run today.

Win a Corgi model of a PCC streetcar

Complete this form by answering the three questions below and filling in your name, address and phone number. Suppliers of the first six sets of correct answers drawn from the hat will win a **scale model PCC streetcar**. *Emap employees and their families cannot enter.*

1. In which year was the PCC formed?
2. Which operation took the first 100 PCC cars?
3. Which rival company was convicted of a criminal conspiracy?

ANSWERS:

1.....2.....3.....

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.....Post Code.....Telephone No.....



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1992 DENNIS JAVELIN 11M DUPL 320

55 seats, finished cream/red/maroon

.....M.O.T. MARCH 1998

1990 DAF SB 2300 JONCKHEERE

DAUVILLE 599 51 reclining seats, toilet + exec.
spec., finished white/yellow/orange. Choice of 2

.....M.O.T. JANUARY 1998

1987 SETRA 215HR

49 reclining seats, toilet + exec. spec., including SUTRAK
AIR CONDITIONING, finished silver.

.....M.O.T. MARCH 1998

1989 LEYLAND TIGER 290 12 DUPL 320

53 reclining seats, finished cream/orange

.....M.O.T. OCTOBER 1997

1987 MERCEDES BENZ 307D

12 seater, finished white with lower band.

.....M.O.T. JANUARY 1998



1989 SCANIA K93 12M DUPL 320

51 reclining seats, toilet + exec. spec., finished sil-
ver/blue.M.O.T. MAY 1998

1989 VOLVO B10M CAETANO ALGARVE

53 seats, finished all white.

.....M.O.T. MARCH 1998

1989 VOLVO B10M CAETANO ALGARVE

57 seats, finished all white.

.....M.O.T. MARCH 1998

1989 VOLVO B10M CAETANO ALGARVE

51 seater, toilet + exec. spec., finished all white.

.....M.O.T. FEBRUARY 1998

**1987 VOLVO B10M PLAXTON PARAMOUNT
3200**

53 reclining seats, finished white with green/blue flash
on sides.M.O.T. DECEMBER 1997

**1987 DAF MB 230 DKFL 12M PLAXTON
PARAMOUNT 3500**

51 reclining seats, toilet + exec. spec., finished
white/orange stripe.M.O.T. NOVEMBER 1997

1987 LEYLAND TIGER 260 12M DUPL 320

53 reclining seats, toilet + exec. spec., finished
cream/duo red.M.O.T. MARCH 1998

1982 NEOPLAN JETLINER (MERC V8) INTE-

GRAL 49 reclining seats, toilet + exec. spec., finished

all whiteM.O.T. APRIL 1998



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Contestant one hundred and one: Barnes Coaches of Marlborough



Contestant one hundred and five: Allander Travel of Milingavie, Glasgow



Contestant one hundred and seven: Brijan Tours of Bishops Waltham



Contestant one hundred and eleven: Andrew's of Tideswell, Buxton



Contestant ninety eight: Forestdale Coaches Ltd of Croydon



Contestant one hundred and two: Pegasus Travel of Perth, Scotland

Every one is a

PHEW! Our marathon of individual liveries in contention for this year's Coach Industry Award has reached its conclusion with this bevy of beauties.

The remarkable range of red-hot paintwork has been overwhelming, taking several months to publish in full. Now, it's up to the entrants'

colleagues in the industry to decide which they like the best.

Next week, we will publish 'thumbnail' pictures of all the entries, numbered so voters can flick back through past issues if they need a fuller flavour before casting their vote. A form will appear in the same issue, giving full details of the



Contestant one hundred and eight: Otter Coaches of Ottery St Mary



Contestant one hundred and twelve: Coach Stop of Leigh-on-Sea



Contestant ninety nine: Chris Nuttall Travel of Barnoldswick, Lancs



Contestant one hundred: MacPherson Coaches Ltd of Derbyshire



Contestant one hundred and three: C. Graham Mini Coach Hire, Renfrew



Contestant one hundred and four: Euroview Coaching of Norfolk

possible winner

voting system. Remember, this award is for the best livery for an individual coach, though it is perfectly possible for an operator to enter individual and fleet categories. In the fleet section, judged by our independent panel, we'll be looking for ways in which the livery reflects the operation, or impacts

on its local market. In the individual category, you can simply vote for the prettiest!

Look out soon for the other reader-judged categories in the 1997/98 *Coach Industry Awards*, the Coach of the Year Awards. The winners will be the direct results of the votes YOU cast.



Contestant one hundred and nine: H. Atkinson & Sons of Northallerton



Contestant one hundred and ten: Moor-Dale Coaches, Newcastle upon Tyne



Contestant one hundred and thirteen: Howie's of Roberttown, W. Yorks



Contestant one hundred and fourteen: Heyfordian Travel of Oxford

Eavesway: a real

Mark Williams catches up with a fast-moving company that's gone from small and friendly, to small, friendly, modern, and the subject of one of Corgi's famous miniatures

IT'S a kind of home truth that any company whose vehicles have made it into the Corgi Classics collection has truly arrived. Mike Eaves got The Call some time ago from Corgi, asking if he would mind having his well-known Van Hool Alizees immortalised in zinc and, within a very short time, got his next 10 fleet additions through the post. Much-deserved they are too, because in so many senses, Eavesway is a model operator...

Every company would claim, of course, to have come along in leaps and bounds but Eavesway directors Ernie Eaves, son Mike, and fellow director Phil Rogers can justifiably claim to have come along in a single leap and a bound, having just transformed a company which was already very smart into one which is also very modern, in a matter of six months. It has cost £250,000 or more, but the result should keep Eavesway somewhere near the top of the quality league for some time to come.

I first met Mike Eaves some years ago, on a familiarisation trip on which one of his immaculate Van Hools was being used to convey real experts - other

coach operators. At the time, one of the talking points was how he had let his sense of humour get the better of him, and emblazoned his vehicles with the now-familiar 'Viaggi Eavesway', 'Eavesway Reisen' and other European-flavoured names to reflect his tour programme.

Eavesway was not a big company but, in the opinion of its fellow operators, it was a good company, with quality vehicles, selling quality products at sensible prices. And so it has continued in the intervening years, steadily building trade that's based on trust, until such point when it was felt it had outgrown its site on the Wigan Road, in Ashton-in-Makerfield, perhaps not physically but certainly organically.

Eavesway now has a smart new depot, new offices, new staff and a new, networked computer system. Fortunately for its customers, it has the same old-fashioned approach to business.

"The fact is, we have enjoyed running this company more than ever in the last two years," said Mike over a coffee. "As directors, we all have the same ambition and, now that we are no longer operating a garage and travel agency, we are all pulling in the same direction. The challenge we face is to make Eavesway more than the accepted face of coaching..."

The basic plan has been to specialise in the upper end of the coach market, with a broad span of work, but all using high-spec 49 seaters: "Having a mixed fleet caused us problems in the early days," said Phil Rogers. "Having a common standard helps you deliver what the customer expects, no matter which coach you use."

In 1987, Eavesway had only Plaxtons and Duples, many of which were 'standard' vehicles on school work. The change at that point to DAF/Van Hool was, in Mike Eaves' opinion, a turning point for the business, although it meant placing its fleet purchases in the hands of Hughes DAF: "It had some dealers tearing their hair out trying to sell to us," he said.

"The idea was to get a single image across, never using words like 'executive' or shouting about the coach's features, but delivering one standard. The down side is that, if you specialise, you must get everything absolutely right.

"The same is true when we subcontract other operators. We use only five or six regularly, because it's imperative we maintain the same quality for all our work."

This rigid adherence to a single quality, come rain, shine or recession, looked like commercial suicide



Then and now: Eavesway totally transformed a

when money was short six years ago: "But when the economy was on the slide, we just kept plugging away," said Mike Eaves.

"The result was we were ready for quality business when it returned. It picked up much quicker for us because we had the vehicles to do the work."

For three years, the standard purchase has been a Van Hool Alizee 49 with toilet, air conditioning, fridge and seatbelts. Standard, that is, apart from the super-spec coaches used for Everton Football Club - a relationship which has endured for 26 years - and used for Bolton Wanderers, Tranmere Rovers and Chester City. These double up for corporate work, which is growing despite Eavesway's remoteness from London airports. Manchester Airport provides some business, though.

Work with P&O cruise passengers first presented itself five years ago, and has shown steady growth to the extent that Eavesway now runs a north-east corridor from Newcastle to the ships, and from Glasgow in the north-west.

"It was the cruise work which persuaded us to hire an EOS 90, which impressed us so much we subsequently bought it," said Mike Eaves. "We were very, very pleased with it, and bought another last year. It looks modern, and helps make clients realise that we have a new vehicle or two."

New vehicles aren't enough if it's image you are after, though. Eavesway started looking for a new base at the start of 1995, and spent 18 months at it until, last Summer, it came across a haulage company in receivership, and a superb, £0.5 million site for sale freehold. There was no hesitation.



Mike Eaves: 'We enjoy running the company'

model operation



run-down haulage yard into a depot which positively beckons visitors to drop in. It has five computer terminals and a new accounts department

"I saw the place on my way home one day," said Mike Eaves. "We'd completed by October, got the builders in during November and, for six months, the place was like the battle of the Somme."

Problems included serious oil contamination and a planning authority which wanted the same building foundations. Using a local company, Eavesway achieved a transformation in appearance, then set about transforming the way it did its business when it moved in.

Five computer terminals, software from Distinctive Systems and a new accounts department were installed in the open-plan office, and Eavesway worked overtime to get everything up and running: "I'm very happy with the way it's gone," said Mike Eaves. "It was only after installing the system that we realised we couldn't have done anything like as well manually. We got it in the nick of time. Reservations, accounts and private hire are being installed on the system."

Necessity comes in the form of increasing diversity and turnover, which will rise from £1.13 million last year to £1.4 million this year. And it will rise still further if tours manager Joe Chapman - another new addition to the Eavesway set-up - manages to fill the gaps in what is already a colourful wall planner. Mr Chapman's sole duty is to set up tours and excursions... business Eavesway cut back on three years ago due to low rates.

"We sell through travel agents and direct mail, plus brochuring on our coaches," said Mr Chapman, whose client list also includes around 20 schools. "It has all been repeat business in the past,

but I'm working on packaged deals to sell by the seat to schools, and targeting company social clubs."

"It's cyclical business," says Mike Eaves. "We think the time is now right to have another go. A lot of regulars will be pleased with the extra choice."

All of which has left Mike Eaves aware of a yawning gap in Eavesway's working practice: "We haven't done any sales and marketing in the last 10 years," he admitted. "That's something we intend to tackle now. The results might disappoint us or frighten us to death, but we realise this must become an essential part of the working day if we are going to achieve our plans."

I couldn't help feeling the Eavesway 'plan' is, chiefly, to enjoy coaching to the full, and a tour of the yard talking to other staff confirmed my

belief that teamwork has long been the Eavesway route to getting there. With 14 coaches and 21 employees, Eavesway is small enough to be in tight control of its future, but big enough to attract attention.

"I had this phone call one day," Mike Eaves told me just before I left for home. "This guy just said 'Is that Eavesway?' and when I said it was, went quiet. I asked him what he wanted."

"Nothing," he said, then explained that he'd just bought a Corgi model, saw the legal lettering on the side of the model, and wondered whether the phone number was right. When I thought about it, none of the detail was supplied by us, but the model even includes registration plate decals for all our Van Hools, and the right football club insignia. We're more famous than I thought."



Phil Rogers, Mike and Ernie Eaves: three-pronged management approach

Air-con EuroRider for s

AW GROUP

HUSBAND and wife team Mike and Linda Maney succumbed once more to the charms of Alan Wilson, and bought this Beulas-bodied Iveco EuroRider. The St Albans operator, which trades as Shire Coaches, started up six years ago with a £4,000 second-hand coach from Mr Wilson, and has put most of its business with him ever since: "At one time, every vehicle in the fleet came from Alan," said Mrs Maney.

The EuroRider was bought ex-stock from AW Group already specified with 51 seats and all the usual Iveco luxuries including air conditioning and toilet. It is being used, remarkably, on Shire's extensive school tour work and on rapidly-building private hire.

"Having newer vehicles has attracted a lot of attention to our fleet," said Mrs Maney. "As a result, the private hire has grown of its own accord.

"It's a lovely coach, though we have no particular preferences here. The fleet includes an Algarve, Jonckheere, Berkhof and Plaxton 4000."

There are also two UVG Unistars used for schools contracts and excursion work, a minibus and even a motorhome: "We also charter a 12-berth sailing yacht moored at Lymington," said Mrs Maney.



Busy road ahead for Johnson's new Scania

SCANIA

A BURGEONING tours programme and demand for top quality has persuaded Johnson Brothers Tours to buy this Scania Van Hool Alizee.

The 49-seater has air conditioning plus the usual refinements expected of a top-flight tourer, including video, TV and toilet. And its seats are the last word in comfort.

"We specified Van Hool Royal Class seating,

which has the same body-hugging style as a Recaro," said Lee Johnson, director of the company. "The vehicle has already been on a Norway tour and is about to go to Italy. So far, customer reaction has been excellent."

Another 'first' for Johnson is the low driver position, which gives unequalled views for passengers and is liked by some drivers, too. What's not so unusual for Johnson's is a blank rear panel.

"It's good for advertising space and, in any case,

who looks out of the rear window?" said Mr Johnson. "This time, we've used reflective lettering which helps draw attention to the company."

As with many Johnson's vehicles, the roof carries air horns and the bodywork uses a large number of marker lights. It joins a fleet of 20 tourers and 30 other coaches, all very busy, says Mr Johnson.

"Average tour loading on our own programme is something like 40, which we are very pleased with," he said. "The occasional tour goes out with 15 on it, but we always try to make sure the tour goes anyway, even if there's no profit. Cancellations are very bad for business."

Johnson's is expecting to expand significantly in the next 12 months, and is poised to make ex-stock purchase of three more vehicles in the next fortnight. Such is demand, that an ex-stock Irizar Century tri-axle bought recently is still in delivery white, and will remain like that until January when there is enough slack to send it to Spain for paintwork.

● Johnson's new Optimo IV, still in the factory, is expected to be one of Caetano's exhibits at this year's Coach and Bus 97, held 9 to 11 October at the NEC.



chool tours



Scarlet Band is a cool operator

MOSELEY PCV

COUNTY Durham operator Scarlet Band Coaches is completing this year's Summer season with an air-conditioned treat for its regular tour passengers. This Bova Futura FHD, the first new vehicle for the firm for five years, has 49 seats, toilet and fridge, and has been specified with a blank rear end to provide the ultimate advertising hoarding.

It joins four touring coaches and a dozen local service vehicles in a fleet

which has been going for around 70 years. Though the touring fleet has been centred on Volvo in recent years, Scarlet Band is no stranger to Bova, having been one of the first in the queue for the Futura in 1984 when it was launched.

Owner Arthur Blenkinsop said: "Back then, we had to do our own modifications on the vehicle to meet our demands, but this new vehicle needed no work. It's a lovely coach - quiet and smooth, with a much-improved interior."

IN BRIEF



Tenth anniversary marker

HOWIES Holidays of West Yorkshire added its tasteful mauve and cream livery to this second-hand Bova Futura FHD, bought from Moseley PCV. The air-conditioned 49-seater with toilet has had a complete refurbishment for tour work, and marks 10 years of trading for the Roberttown operator.



Keys to a good partnership

CRYSTALS Conversions of Doncaster struck a deal with the town council for three of these Transit Challenger accessible minibuses being used for education transport. Transport co-ordinator Alec Povey (left) accepts the keys for the first two from Ray Lingard and Matthew Skelton of Crystals.



Royale delivery

LOTHIAN Region Transport is taking delivery of its latest 34 Alexander Royale double decks on Olympian chassis from the Falkirk manufacturer. They bring the Royale fleet to 68. Pictured (left to right), chief executive of Alexander Bill Cameron, LRT finance director George Kirk, LRT and Charles Evans and Volvo md Michael Ball.

Failure to replace weak brake shoe return springs means you could be...



Brake return springs should be replaced at every re-lining, says Don

Penny wise - pound foolish

WEAK brake shoe return springs could be costing the industry thousands in maintenance and could increase the accident rate, says a brake manufacturer.

Manchester-based Don, in its continuing campaign for better workshop practice, says replacement return springs cost pence, but a dragging shoe not only wears more quickly but can cause brake fade and overheat drums.

"Weak return springs can cause the bottom shoe - usually the leading shoe - in an S-cam brake to hang down to the point where the shoe is constantly touching the drum, build-

ing up heat and reducing braking output by up to 25 per cent," said technical engineer Andrew Blair.

"In the worst-case scenario, the leading shoe can drag then, when the brake is applied, output is well below the correct level until enough wear has occurred on the trailing shoe to theoretically return it to full contact. In practice, this rarely happens but there is a significant impact on lining life and cost."

Don says brake return springs should be replaced at every re-lining.

■ Don, part of BBA Friction, is on 0161 205 2371, fax 0161 205 5501.

Computer program 'can evaluate bus ads effectiveness'

BUS advertising outside of London has often been tricky to sell because buyers are not confident their adverts get seen.

Now, 3M has come up with a computer program which uses analysis of British and European government statistics to calculate the number and type of people who see coaches and buses, route by route.

"Until now, no such information has been available for vehicles - a more complex problem for the statisticians because of the vehicle's mobility," says 3M.

"As a result, companies that have made use of vehi-

cle advertising have done so as an act of faith, and without hard evidence of its effectiveness."

Using the programme, bus companies can demonstrate not only the socio-economic group of people who will see advertisements, but calculate their purchasing power... both of which are useful details to ensure the advertising is relevant and effective.

The programme, MOVIE, is regularly updated with new statistics. It runs on any PC.

■ For full details, contact Lloyd Cole on 01344 866481.



Mark Pearce of 3M with program that can evaluate effectiveness of advertising

Cutting-edge emissions lab

EXHAUST catalyst manufacturer Johnson Matthey has invested in a new diesel vehicle test facility in Hertfordshire.

The cutting-edge laboratory at its Autocatalyst Technology Centre in Royston will help development of catalysts to meet the stringent emissions levels expected in the next five years.

It examines emissions of three types - particulates, volatile organic fractions and sulphur - using the latest electronics linked to real examples of diesel cars and light goods vehicles.



Mondial pistons are produced by the Italian-based Mahle Group

Italian pistons: new stockist

EUROPEAN Engine Components has been appointed UK stockist of Italian-based Mondial Piston.

The manufacturer, part of Mahle Group, makes pistons, rings and liners for Iveco Daily and its EuroRider engine, among other Iveco commercial vehicles. This complements EEC's existing range of Mercedes, Volvo, DAF and Scania spares. EEC, based in West Yorkshire, offers timed, next-day delivery throughout the UK

■ Contact EEC on 01977 604140, fax 01977 668167 for details.

Working for you...

Hughes DAF

Sales

or

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New and used coaches from basic 53 & 57 seaters to full executive, including toilets, videos, coffee machines, fridges and full air conditioning. Also new and used buses to various specifications are always available for

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It's efficient

Hire coaches to suit your own requirements and only when you need them.

It's under your control

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It's profitable

A fleet of quality new and low mileage coaches and buses available to 'work for you' only when you're sure of a higher return.



*pull out
feature*



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Prices From £1,695

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Neoplan Van Hool Mercedes

Jonckheere LAG Salvador Caetano MCW

*The essential guide to 'who's who' in Coach Interior
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67280/IC

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(01280)701366**

66447/IC

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IN STOCK NOW PLAXTON PREMIERE CURTAINS (PLEATED)

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MOQUETTES AVAILABLE IN VARIOUS QUANTITIES FROM £6 PER METRE

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68257/TRI

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67758/IC

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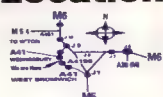


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NEOPLAN CITYLINER, owned from new, this vehicle is in excellent condition, with low mileage, Mercedes V8 twin turbo, retarder, air conditioning, 3 axle, double glazed, toilet, kitchen area, 50 reclining seats, many extras, first registered June 94

Reduced to sell to £162,000 + VAT ovno

NEOPLAN SKYLINERS, both owned from new, both in excellent condition, Mercedes V8 engines, Voith retarders, double glazed etc, all normal extras, these coaches will be available soon, one vehicle has 79 seats on a H plate (1990), one vehicle has 77 seats on a J plate (1991), neither of these coaches have been shuttled and have only been used on our own tour work.

SCANIA CENTURY, owned from new, in excellent condition with low mileage, 3 axle, 48 reclining seats, air conditioning, seat belts, double glazed, toilet/water boiler, all extras

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MERCEDES 0303 SHD, 53 reclining seats, full Sutrak air conditioning, seat belts, excellent all round coach

CHOICE OF TWO, both 1988, £57,000 each + VAT

MERCEDES 0303 HIGH DECK, 49 reclining seats, toilet, drinks machine, seat belts, double glazed, these coaches are in excellent condition for their age (between '87-'88)

CHOICE OF TWO £58,000 each + VAT

MERCEDES DROGMULLER (COMET), unique coach for the UK, 49 reclining seats, theatre seats, well worth a look, in good condition throughout

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DAF MB200

1979, 1160 engine, Plaxton Supreme, tinted windows, seatbelts, excellent runner, very good condition, long MoT and taxed

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1979, Telma, original chrome work, good strong body, good condition, long MoT and taxed, PP

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Tel: 01332 662000 days, 01332 533779 evenings, 0836 781217 mobile

71400/CM

JACKSONS COACHES

1994 L REG DAF S.B. 3000 W.S. CAETANO ALGARVE II 3.5m, 49/53 seater, toilet, fridge, drinks, plus all usual specification £115,000 plus VAT

1993 K REG DAF S.B. 2700 H.S. New shape Van Hool Alizee, 3.4m, 51 seater, toilet, drinks machine and all usual touring specification £110,000 plus VAT

Both coaches have been owned from new and are in excellent condition, low mileage with full service history

For full details ring Blackpool on 01253 792222 or after hours 01253 343407

71477/CM

M.C.W. METROLINER

1985

75 seats, toilet, private plate, wired for TV/video, vgc. MoT 15.11.97.

£10,000 FOR QUICK SALE

0116 2874241

71391/CM

1989 MERCEDES 307D MINIBUS

12 seats, PSV
£3,000

1985 BEDFORD SERVICE BUS

with wheelchair lift, PSV, 26 seats
£2,500

1982 DODGE MINIBUS

PSV with wheelchair lift
£1,500

Clearway
01527 872556

71099/CM

1985 LEYLAND ROYAL TIGER DOYEN, 53 reclining seats with seat belts and courier, auto/semi auto, new radiator and batteries, R/C/PA, centre door, toilet, water boiler, MoT till May 98.

£19,500 + VAT

1983 MERCEDES 0303 JONCKHEERE BERMUDA, 49 reclining seats, saloon toilet, wired for TV/video, new batteries R/C/PA, MoT till November 97

£13,000 + VAT

PLEASE PHONE BEFORE VIEWING
AS VEHICLES IN DAILY USE

0181 472 5954

71270/CM



RENAULT B110 MASTER

Rear wheel drive, 16 seat, skirts etc, immaculate condition, TV, video, 60,000 miles, new tyres, discs, drums, full test, taxed

£15,000 ono
PART EXCHANGE

Telephone 01752 822196

71701/CM

1990 VOLVO B10M VAN HOOL

49 retrimmed reclining seats, seat belts, double glazed, fridge, hot water boiler, new MoT

£79,500 plus VAT

Tel: (01294)
605454

71390/CM



1977 BRISTOL VRTSL3

Recently reconditioned Gardner engine, 70 seats, dual door with low bridge, Eastern Coach Works bodywork, well above average condition.

£4,700 ovno

KENT COACH TOURS
Tel: 01233 627330

71652/CM

NEW PLAXTON

32 seat luxury, 6 speed, 814D, forced air vent, reading lights, curtains, side lockers, top top spec, immediate delivery.

1x USED

33 SEAT LUXURY 814D
Nov 95, manufacturers warranty,

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71761/CM

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with semi auto and East Lancs single entrance, 75 seats with test and tyres

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71760/CM



1987 SCANIA K112 SUPER HIGH VAN HOOL

51 R+C, Webasto, Telma, radio/PA, wired for TV/video, fridge, continental door, double glazed, 5-sp splitter, hot water boiler, centre sunken toilet.

£56,500+VAT
Tel: 01923 222037

71488/CM

1986 Setra 215 HD, PP

49 reclining seats plus courier, toilet, 2 x TV + video, coffee machine, drivers bunk, carpets and blinds, Webasto heater, recent gearbox overhaul, seat belts, excellent condition, owned by us from new

Tel:

01254 878917

71694/CM

1988 VAN HOOL ALIZEE DAF SB3000, split vertical windscreen, 51 reclining seats, toilet, washroom, carpet etc

£55,000 + VAT

1987 VAN HOOL ALIZEE DAF SB2300, 51 reclining seats, toilet, washroom, carpet etc.

£51,000 + VAT

1984 PLAXTON 3200, 57 seats, DAF power, carpet etc, exterior all white

£23,000 + VAT

1983 Neoplan Cityliner, 49 recliners, toilet, washroom, carpet, new style front and rear, all white

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ALL VEHICLES SOLD WITH 12 MONTHS MoT

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after hours 01275 342797

71343/CM

1989 (F) MERCEDES 609 D Reeve Burgess Conversion

19 high backed seats, luggage boot, power door, MoT 2/98, one owner from new - recent reconditioned gearbox

£8,000 + VAT

Telephone:
01763 848226

71669/CM

FOR SALE P Reg OPTIMO III

21 seater plus courier,
mint condition, fitted
TV/Video + PA and
towbar

£45,500 + VAT
Tel: 01524 413106

71233/CM

1994 BOVA FUTURA, 57 seater, radio/pa,
MoT May 98. **£96,000 + VAT**
1989 DAF LAG, 49/53 seater with
demountable toilet, MoT Feb 98, radio/
pa, tv/video, coffee machine, Telma, choice
of 3. **£44,000 each + VAT**
1995 IVECO 59.12 TURBODAILY, 29
seaters, reg Dec 95, MoT to Dec 97, choice
of 2. **£31,000 each + VAT**
1991 DENNIS DART CARLYLE BODY, 40
seater, MoT Dec 97. **£31,500 + VAT**
1990 DENNIS DART CARLYLE BODY, 36
seater, MoT Aug 98. **£26,500 + VAT**
*Immediate sale required due to delivery of
new vehicles, no reasonable offer refused*
Marchwood Motorways
01703 663700

71771/CM

1992 VOLVO/JONCKHEERE, 51 seats plus toilet
. **£85,000**
1988 VOLVO/JONCKHEERE, 49 seats plus toilet
. **£59,950**
1988 VOLVO/VAN HOOL, 53 seats plus courier
. **£59,950**
1987 RE BODY, 1982 VOLVO/PARAMOUNT 3500,
51 seats plus toilet **£35,000**

BOB DUNN
0115 916 9000

71770/CM



BOVA FUTURA 1986

Full exec. video / radio / fridge, PA / drinks machine,
49/53 recliners, plus courier, demountable toilet,
double glazed, curtains, carpets,
MoT August 98.

£35,000 ono
Tel: 01902 731768

71768/CM

SCANIA K112 67/71 SEATER 1987 (PP)

Completely repanelled, sprayed in
blue, new engine and retrimmed,
full executive, choice of 2 with full
test

In the region of
£52,000 each or 2 for £95,000
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71769/CM

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1983 (PP) DAF 11.6 JONCKHEERE P50, 48
seater executive, just been refurbished inside
and out, toilet and coffee machine plus fridge,
also drivers bunk, wired for video and TV, runs
excellent **£33,950 + VAT ono**
1980 (PP) LEYLAND LEOPARD S/A VAN
HOOL ARAGON, 57 seater with fitted lap seat
belts, fully refurbished interior, smart coach,
reliable vehicle **£8,350 + VAT ono**
1982 FORD DUPLÉ DOMINANT IV 53 seater,
doubled glazed windows, curtains, headrest
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*All the above are in very good condition and
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Please phone for more details on
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71693/CM

2 SCANIA K112 67-71 SEATERS

1987, private plates.
Completely re-panelled
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and re-trimmed. Full
executive with a full test.
PRICE IRO £52,000 EACH
OR £95,000 FOR THE TWO
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71696/CM

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20 luxury seats with
luggage racks, boot, PMJ
conversion, recon engine
and gearbox, new clutch,
MoT May '98
£3,500
Telephone:
01257 416508

71697/CM

FOR SALE 1 RASCAL 3 WHEEL ELECTRIC SCOOTER

in perfect condition - cost
£1,850 new - hardly used
£700 ovno -
ask for John

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71776/CM

JONCKHEERE DEAUVILLE

Full spec exec, with air con, must sell
comes with possible continental work
£59,000 + VAT
1988 BOVA

Full spec exec.
Must sell, comes with possible work,
V.G.C., no reasonable offer refused,
continental school work
Offers + VAT

32 SEAT JONCKHEERE CORPORATE COACH

Full spec, details and price on application
Contact: Galina Travel
01482 882200

71772/CM

SCANIA K112 PLAXTON PARAMOUNT 4000

71 seater, 1987 (Oct), PP,
repanelled, full executive,
new MoT

£59,500 ono
BAKERS DOLPHIN
For further details phone
01934 635635

71774/CM

*Due to new vehicles arriving shortly
the following coaches are for sale:*

1990 VOLVO B10M VAN HOOL ALIZEE,
49/53 reclining seats, courier, centre demount-
able toilet, continental door, double glazed,
curtains, PP, radio P/A, MoT, April 1998
. **£79,500**

1989 VOLVO B10M VAN HOOL ALIZEE,
49/53 reclining seats, courier, centre demount-
able toilet, continental door, curtains, PP, radio,
P/A, MoT January 1998. **£72,500**

1989 VOLVO B10M PLAXTON PARAMOUNT
3200, 53 reclining seats, curtains, PP, radio,
P/A, courier seat, new MoT, choice of 2
. **£59,500 each**

BAKERS DOLPHIN
For further details
Phone 01934 635635

71775/CM

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Resulting from the intake of new vehicles we offer for sale

1987 MERCEDES 609D

Robin Hood bodywork, service spec.
Power door, 20 seats plus standees, PAS,
good MoT's.
FIVE TO CHOOSE FROM.

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Reeve Burgess bodywork, service spec.
Power door, 20 seats plus standees, good
MoT's.
TWO TO CHOOSE FROM.

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71695/CM

1989 Ford Transit 190 Diesel

LWB, 16 seats, new
bonnet, new rear doors,
full service history, MoT
December 1997

£4,500 + VAT
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VOLVO B10MT VAN HOOL ALIZEE SH

G7 gearbox, 49R+C, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door, refrigerator, rear sunken toilet and Webasto.



91 VOLVO B10MT JONCKHEERE P599

51R+C, video/monitor, radio/PA, cassette, drivers bunk, drinks machine, continental door and rear toilet.



92 VOLVO B10M PLAXTON EXCAL-IBUR

ZF gearbox, 51R+C, retarder, video/monitor, radio/PA/cassette, rear toilet and continental door.



91 DAF SB 2305 DHS CAETANO ALGARVE

ZF 6 speed gearbox, 49/53 R+C, video/monitor, radio/PA/cassette, drinks machine, continental door and centre sunken toilet.



92 VOLVO B10M JONCKHEERE DEAUVILLE

ZF gearbox, 49/53R+C video/monitor, radio/PA/cassette, drinks machine, refrigerator, continental door and centre sunken toilet



93 MAN JONCKHEERE DEAUVILLE

ZF 6 speed gearbox, 49R+C, video/monitor, radio/PA/cassette, drivers bunk, drinks machine, continental door and centre sunken toilet.



93 VOLVO B10M JONCKHEERE DEAUVILLE

ZF gearbox, 49/53R+C, radio/PA/cassette, continental door and centre sunken toilet.

CONTACT NUMBERS

NORTH	
Bob Rossiter	0589 444736
WEST MIDLANDS & WALES	
Bob Nevitt	0585 594614
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DOUBLE DECKER



1996

BOVA FUTURA FLC

(Cummins engine), 53 reclining seats with seatbelts, courier seat, tinted double glazing, carpet to centre gangway and drivers compartment, curtains, headrest covers, Blaupunkt radio, PA and cassette, interior - brown graffiti with matching trim to racks and side panels, Bulgomme flooring under seats and gangway. This coach is in immaculate condition and has only covered 78,000 kms from new

£110,000 + VAT

CLEAN PART EXCHANGE CONSIDERED

TEL: 01666 505585

71692/BOV

BREAKING BOVA EUROPA, 1983, complete except engine and gearbox. Tel: 01873 855832, Mobile: 0973 218127.

71678/BO

BEDFORD

DENNIS

1985 'B' REG PJK 330 TURBO

Supreme IV 29 seater, MoT 19/6/98. Retrimmed curtains and grey graffiti, cert. lap belts, PA, POD, PAS, retarder, 7 good tyres.

Contract maintained

Recon. engine/gearbox, new starter, alternator. Used past 18 months on excursions/tours, i.e. Paris, Ireland, Bruges, Lakes, Dales etc, now seeks easier life on schools and local hires!

£12,000 ono 0181 546 3445

Coach Companions Ltd 71691/BE

1982 BRISTOL LHS PLAXTON COACH, 35 seater, air door, MoT January 1998, body good, running gear very good, needs retrim, bargain at £5,500 ono. Tel: 01384 393339.

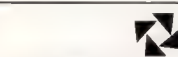
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89 DENNIS JAVELIN PLAXTON 3200, ZF 6 speed gearbox, 53R+C, radio/PA/cassette. Please contact Scania Bus & Coach UK Ltd for further details on 01909 500822.

87285/DA

1990 & 1991 DENNIS 245 12m Plaxton Paramounts, 51 recliner seats, carpets, videos, radios, rear sunken toilets, hot and cold water boilers, curtains, good COF's, immaculate, £65,000, £67,000 ono. Tel: 01483 422110.

71685/DE



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71703/DD

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1993 K BOVA FUTURA

51/55 seater, Exec coach, taxed and tested, special reduced price

£55,000 + VAT

BOB DUNN

Tel: 0115 978 4088

71225/BOV

YMPS PLAXTON 3200, 1985, 35 seats (retrimmed in March), lap belts, PA Radio/Cassette, new clutch, MoT June '98. Contract maintained, full maintenance records, £19,500. Tel: 01273 506900 or 504040.

71432/BE

1980 BEDFORD YMT 500, 53 seater, MoT April 1998, £4,750 ono + VAT. Tel: 01874 711846.

71398/BE

1988 DAF BERKHOF luxury double deck, 74 recliners, toilet, tables, bunk, mirrored glass, tested, 11.6 engine and ZF 6 speed splitter, also 89 DAF Algarve. Part exchange welcome. Tel: Blythwood Motors 0141 221 3165 or 0141 639 6107 eves.

71756/DAF

BREAKING 1988 DAF SB2300 Duple 340 body, all parts available. Tel: 01873 855832; Mobile: 0973 218127.

71677/DAF

BOVA EUROPA, 1983, 51 retrimmed seats, retract belts, rear toilet, new air bags and shocks, taxed, tested in daily use, £14,500 ovno. 01837 82299 (Devon).

71655/DAF

1982 DAF MB200 PLAXTON SUPREME V, 55 seater, 12 months MoT, £12,000. Tel: 0181 366 4337 or 0958 575154.

71751/DAF

DAF

DAF M230LT VAN HOOL ALIZEE H

28 seater full executive team/corporate coach inc:- centre sunken toilet and continental door. 26 persons, all sat at tables, plus 2 sleeper seats, video with 4x14" screens, CD player and headphone system, double glazing, roller blinds and curtains, fully carpeted interior. Stroko oil fired heating, Honda generator and 240V electrics, full kitchen facility with two fridges, wine coolers, microwave, sink with H&C, drinks boiler, wardrobe and glassware storage cupboards, two convertible beds and extra seats included. Immaculate condition throughout and to be sold with 12 months MoT

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Lancashire

71469/DAF

1984

DAF MB200 VAN HOOL ALIZEE

55 seats or 51 with toilet, seat belts fitted, P/P, good condition, MoT August 1998

£29,950 ono + VAT

JAK Travel, Bradford
01274 499088

71682/DAF

1993

DAF SB3000 VAN HOOL

Air conditioned, 48 recliners, plus courier, curtains, Webasto, continental exit, fully automatic ZF gearbox, good condition, will supply with 12 months MoT

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71758/FO

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71273/FO



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1997

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71763/LE

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71481/LE

LEYLAND DAF, 1987, 20 seats, 12 months MoT, electric passenger door, extra heating, 2.5 diesel, good condition. **£2,250 + VAT £1995 + VAT ono.** Contact Johnsons Coach Travel - 01564 794794.

71332/LE

1986 LEYLAND CUB, Optare body, power doors, power steering, auto, 33 seats, 8 standees, tachometer, good condition, **£5,250 ono + VAT. 01767 677395** Saffords Coaches, Bedfordshire.

71656/LE

1984 TIGER 345 JONCKHEERE, 49/51 seater, PP, bunk, WC, radio, PA/video, recent repaint, retrim, MoT to May 1998. Tel: 01259 216180.

71657/LE

LEYLAND NATIONAL MK I, 1979, T reg, short wheelbase, 12 months MoT, VGC, choice of 2. Tel: 01384 393339.

71392/LE

PP LEOPARD/DOM II, registered 12/4/79, MoT 23/10/98, taxed, sound mechanically, good boots. 01473 822277.

71673/LE

DUE TO FLEET UPDATE, 1984 Leyland Tiger Laser, 49 seater, MoT August 98, video, reliable, PP, £16,500 + VAT. Tel: 01274 484964.

71223/LE

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1988

MERCEDES 811D OPTARE STAR RIDER

29 coach seats with belts,
forced air ventilation,

MoT April 1998

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71667/NE

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EXECUTIVE RANGE - 12-16 seater luxury mini coaches. Medium and long wheelbase models. Super luxury full sized M2 seating and diagonal seat belts. Front entry with options for lowered step and coach plug door. Side skirts and colour keyed bumpers. Super luxury interior trim with options for TV/video, air conditioning and luxury curtains with polished timber or moquette trimmed cappings and feature panels. Public address system and 6 speaker stereo system. Panoramic windows with luxury luggage racks. Full sized luxury coach quadvent. External graphics pack and C.O.I.F. Options for wheelchair access if required.

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1981, PP, 48 reclining seats, servery, toilet compartment, courier seat, new MoT, August 1998. Tel: 01427 881109 71224/MAN

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Air conditioned 70 seatbelted recliners, saloon toilet, twin water boilers and fridge, 5 screen video system, Webasto, large luggage locker, tow bar, MAN 2866 LXXH engine and 8 speed ZF gearbox. This vehicle has been owned and operated since new on mixed work and has not been a shuttle

£185,000 + VAT

P/X CONSIDERED

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1988 MERCEDES V10 NEOPLAN SKYLINER

75 seats, full recent retrim, September 1998 MoT

£60,000

Contact:

Mr Gibbs

01279 681155 71484/NE

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NEOPLAN SKYLINER

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New engine

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Both need MoT's and one needs exchange gearbox.

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G MERCEDES 408D, 16-seater, front entry Minicoach, superb condition, lux trim Finance available. **£8,995 + VAT**. **JAG, 0121 502 2252**. 67503/MB

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1988 E Renault S56 Mark II Reeve Burgess Beaver 25-seat buses, Perkins 4-litre 4-cylinder Phaser engines, automatic gearboxes, very clean vehicles, available for **£4,995** each fully prepared or at much lower prices with long current MoT's - phone for availability and MoT expiry dates

JUST ARRIVED THIS WEEK

1988 E Iveco 49.10 Dormobile Routemaker 25-seat buses, 5-speed manual gear-boxes, very attractive red/grey striped moquette interior, all with long MoT's and available either fully prepared or direct from service - choice of several, phone for availability and prices.

COACH-SEATED VEHICLES

1990 H Volkswagen Transporter turbodiesel 11-seat coach, Devon conversion, retrimmed interior, resprayed metallic blue/silver, outstanding appearance, one owner from new, long MoT, drives exceptionally well, **£3,995**

1989 F Renault S56 Mark II East Lancs 21-seat coach, Perkins 4-cylinder turbo, automatic gearbox, disc brakes, retarder, price includes retrim in your choice of moquette as well as our usual preparation package, one only, **£6,995**

1987 D and E Renault S56 Mark I 19/21 seat coaches, Alexander AM type alloy bodywork, automatic gearboxes, power doors, beige/orange moquette, saloon heaters, good condition, ideal dual-purpose vehicles, just four left, **£4,295 to £4,495**

1986 C Mercedes 508D 12/14/16-seat coach with Ratcliff tail-lift and provision for up to 4 wheelchairs, attractive grey chevron moquette seats, price includes our full preparation package plus lower body repel and respay in your livery, **£5,995**.

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1984/5 (A/B/C) Ford Dorchester Mark VI limousines, 2.8 injection with automatic gearbox, black exteriors with matching interior, low mileages of **50,000 to 90,000** excellent vehicles prepared to full retail standards including new MoT, **£3,995** - choice of 3 only - the rest all sold last week!

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1989 G Renault S56 Mark II Northern Counties 25-seater, auto, one only, **£6,495**

1989 F Ford Transit 8/11-seat non-psv petrol, new MoT, very tidy, **£2,495**

1988 (E/F) Iveco 49.10 TurboDaily 21-seaters, manual, choice from **£4,495**

1987 E Iveco 49.10 Robin Hood 25-seaters, manual or auto, choice of three, **£5,295** each

1987 (D) MCW MetroRider 23-seaters, Cummins or Perkins, choice of 4, **£6,995** each

1987 D Iveco 49.10 Robin Hood 19/21 seaters, manual, wide choice, **£3,995**

1986 C Mercedes 608D Reeve Burgess/PMT 20-seaters, repainted, 2 left, **£5,495**

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1987 D Freight Rover Carlyle Mark I 20-seat buses with Ford DI engine and Ford MT75 5-speed gearboxes, choice of two

1987 D Freight Rover Carlyle Mark II 16-seat coach with large rear luggage area, 3-point belts and power door, one only

1988 E Ford Transit DI diesel 14-seat minibus, van conversion

THIS WEEK'S DRIVE-AWAY BARGAINS

1989 F Talbot Pullman 21-seat bus, 7 standees, MoT 20/04/97, clean and tidy with attractive blue interior and whit exterior, 5-speed manual, recent gearbox/diff unit, one only **£3,695**

1980 V Bedford PJK Plaxton Supreme IV 29-seat coach, power door, MoT 30/08/97 unlettered white exterior, very clean and tidy for year, **£1,996**

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high back seats, curtains, boot, superb vehicle
£24,995 + VAT
Lease/Buy from £107 pw



F 89
LDV 20 SEAT SERVICE BUS
Isuzu diesel engine, power door, COIF,
very clean
£3,995 + VAT



1990 G reg
TOYOTA OPTIMO
18 seat minicoach, 6 cylinder turbo, drinks,
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K reg 92
TRANSIT DIESEL
12 seat high roof luxury minibus,
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K reg
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N 96
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16 seat hi top, factory spec, choice of 2,
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N 95 LDV 400 DIESEL
Luxury 16 seat Mini-coach. Brand new
conversions. Lowered front entry step, high back
moquette seats with 4-point inertia reel belts,
luggage racks, roof vent, tinted panoramic metal
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£16,995 + VAT or finance from £75 pw
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DIESEL**
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E 88
MERCEDES 507
10 seat access bus, 10 highback seats,
tail lift, wheelchair tracking, lowered front
entry step, very good condition
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Buy from £55 pw



M Reg
LDV 400
Diesel 16 seater, power steering, high back
seats, 3 point lap diagonal belts, 43,000 miles,
outstanding condition, C.O.I.F. Choice of 3
£12,995 + VAT
Lease/Buy from £63pw



92 J reg
TOYOTA OPTIMO II
18 seat luxury coach, 90,000 miles only,
high ratio diff, mint condition
£29,995 + VAT
Lease/Buy from £121 pw



N 96 LDV CONVOY
16 hi-back seats, 3 point seat belts, mint
condition, power steering, full C.O.I.F.,
choice of 3.
£16,995+VAT
Lease/Buy from £70 pw

LOOK

Arriving shortly, 14 K reg Mercedes 609, luxury access buses, 15
high back moquette seats, 3 point seatbelts, underfloor tail lift, full
wheelchair access, all under 55,000 miles, 1 owner
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Lease/Buy from £99 pw



F reg
MERCEDES 507D
15 seat luxury minicoach, front entry, high
back seats, lap and diagonal seatbelts,
exceptional condition
£13,995 + VAT
Lease/Buy from £71 pw



D reg
OPTARE CITYPACER
25 seat auto, full recon engine, velour
seats, power door, good condition
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16+ courier, luxury executive coach, front entry,
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71483/0001



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G598 JOL. LDV 400. Diesel, white exterior, 16 high back seats, seat belts, 1st reg 05.90 £6,950

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1994 L MERCEDES 410D, 16 seater
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1989 G REG MERCEDES 609D, 26 seater

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E Reg SHERPA, PMT body, transit conversion, 20 seats, choice of 2, MoTs Apr/May 98

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D Reg DODGE, Reeves Burgess body, 20/22 seats, choice of 4, MoTs April/May 98

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1986 FORD TRANSIT, 12 seater, Carlyle body, MoT 15/6/98, taxed 30/6/98£1,600
1986 MERCEDES 307, 12 seater, Reeve Burgess, MoT 31/5/98, tax 31/5/98£3,000
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95 NOV. MERC 814, 33 coach spec, low mileage

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94 B10 PREMIER, D/glazed, fridge, coffee, 49 + toilet.

93/91 TALBOT TRI-AXLE, 22 + standees

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90 TRANSIT, 15 PSV diesel. Tested.

90 TRANSIT, LWB 12 seat diesel PSV

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88 FREIGHT ROVER, 16 diesel, PSV coach.

88 TRANSIT, 12, Petrol

88 TRANSIT, 14 diesel, PSV

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87 TRANSIT 16 + standees, new shape, power door.

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85 SETRA, exec, 49, toilet, TV

84 B10 VOLVO BERKHOF, executive, TV, retrimmed.

84 DAF JONCKHEERE, 49 + toilet, retrimmed.

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1995 SCANIA IRIZAR CENTURY

49 reclining seats, air conditioning, toilet, continental door, video & monitor, fridge, water boiler. Interior - autumn tint; Exterior - red/orange. MOT May 1998.

1994 BOVA FUTURA FHD

51/55 reclining seats, demountable toilet, continental door, driver's bunk. Interior - grey; Exterior - white. MOT January 1998.

1993 BOVA FUTURA FHD

49/53 reclining seats, centre sunken toilet, continental door, water boiler, fridge, wired for video/monitor. Interior - autumn tint; Exterior - white. MOT January 1998.

1992 VOLVO B10M VAN HOOL ALIZEE D/H

48 reclining seats, rear floor mounted toilet, servery with fridge, water boiler. Interior - blue/grey; Exterior - white/yellow/blue. MOT December 1997

1992 DENNIS JAVELIN 9.5MTR BERKHOF EXCELLENCE 1000

36 reclining seats, toilet, servery with water boiler & fridge. Interior - grey; Exterior - white/yellow. MOT February 1998.

1990 DAF SB2300 JONCKHEERE DEAUVILLE

51 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor. Interior - grey/maroon; Exterior - white. MOT March 1998.

1989 DAF SB3000 CAETANO ALGARVE

53 reclining seats. Interior - autumn tint; Exterior - red/white/blue. MOT June 1998

1988 CHARISMA

49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior - grey/red; Exterior - white. MOT July 1998

1988 VOLVO B10M PLAXTON 4000

65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior - autumn tint; Exterior - white. MOT March 1998

1987 BEDFORD YNV DUPLÉ 320

53 reclining seats, power door. Interior - autumn tint; Exterior - white/red. MOT April 1998

1987 VOLVO B10M PLAXTON 3500

53 reclining seats, continental door. Interior - brown, Exterior - white. MOT August 1998

1986 VOLVO B10M PLAXTON PARAMOUNT 3200

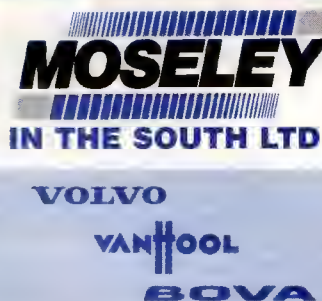
53 reclining seats, low drive position, TELMA. Interior - brown, Exterior - white. MOT February 1998.

1985 NEOPLAN SKYLINER

Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior - red; Exterior - white/red/yellow. MOT Jan 1998

1985 LEYLAND TIGER DUPLÉ CARRIBEAN

49 reclining seats, rear sunken toilet, continental door. Interior - autumn tint; Exterior - white. MOT March 1998.

**1985 FORD TRANSIT 190 (Diesel)**

16 seats, power operated door. Interior - brown; Exterior - white/blue. MOT March 1998.

1984 DAF DKFL CAETANO ALGARVE

50 reclining seats, rear floor level toilet, continental door. Interior - autumn tint; Exterior - white. MOT July 1998.

1983 DAF DKFL PLAXTON PARAMOUNT 3200

51 reclining seats, power operated entrance door, TELMA retarder. Interior - autumn tint; Exterior - white.

1983 VOLVO B10M JONCKHEERE P90

58 reclining seats, toilet, water boiler. Interior - brown; Exterior - red/white. MOT July 1998

1983 BOVA EUROPA

53 seats, courier seat, power operated entrance door. Interior - red; Exterior - green/white. MOT October 1997

1980 FORD R1114 DUPLÉ DOMINANT II

53 seats, power operated entrance door. Interior - grey/brown; Exterior - white/blue. MOT MAY 1998

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1995 N Volvo B10M Plaxton Premiere 320, 57 fixed

seats, Exterior White Only, Interior Grey Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Driver Operated Door, ABS, Rear Window, Tinted Window, Double Glazing, Curtains and Seat Belts. Ref: 1059

1994 L Volvo B10 Plaxton Premiere 350, 53

reclining seats, Exterior Striped Multi, Interior Multi-coloured Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Tinted Windows, Double Glazing, Curtains, Continental Door, Armrests and Crew Seat. Ref: 0333

1993 K Volvo B10M Premiere 350, 49/53 reclining

seats, Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat and Seat Belts. Ref: 6786

1992 J Volvo B10M Excalibur, 49/53 reclining seats, Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, TV, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and Wiring for Video. Ref: 6735

1991 H Volvo B10M Plaxton Paramount 3500, 49/53 reclining seats, Exterior White, Brown Moquette, Radio, Pa, Microphone, Cassette, Driver Operated Door, Side Locker, Aircraft Locker, Rear Window, Tinted Windows, Blinds, Continental Door, Tea/Coffee Machine, Armrests and Toilet. Ref: 0328

1991 H Volvo B10M Paramount 3500, 50 reclining seats, Exterior Cream, Interior Brown Striped Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Driver's Fan, Pannier Locker, Aircraft Locker, Rear Window, Tinted Windows, Double Glazing, Curtains and Armrests. Ref: 0201

1991 H Leyland Tiger 290 Plaxton Paramount 3500, 51/53 seats, Exterior White and Red, Interior Grey Moquette, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, Driver's Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Curtains, Continental Door, Armrests, Crew Seat and Toilet. Ref: 0288

1990 G Leyland Tiger Plaxton Paramount 3500, 55 reclining seats, Exterior Green, Interior Red Moquette, Telma Retarder, Radio, Pa, Microphone, Cassette, Driver Operated Door, Driver's Fan, Courier Fan, Side and Rack Lockers, Double Glazing, Curtains, Continental Door and Crew Seat. Ref: 0950

1990 G DAF SB2300 Jonckheere Deauville P599, 51 reclining seats, Exterior Silver, Red and Black, Interior Grey Striped Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa and Cassette, Driver Operated Door, Through Lockers, Rack Lockers, Rear Window, Tinted Windows, Double Glazing, Continental Door Centre, Tea and Coffee Machine, Crew Seat, Provisional Crew Compartment and Toilet. Ref: 0856

1989 G DAF SB2300 Duple 340, 53/57 reclining seats, Exterior Blue/White, Grey Moquette, Exhaust Brake, TV/Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Through Locker, Rear Side, Tinted Windows, Continental Door, Crew Seat and Toilet. Ref: 0846

1989 F Mercedes 0303 RHS, 53 reclining seats, Exterior Red and Cream, Interior Red Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat and Air Conditioning. Ref: 6973

1988 E Dennis Javelin Duple 320, 57 fixed seats, Exterior White, Interior Grey Striped Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Rear Window, Tinted Windows and Seat Belts. Ref: 0999

1989 Private Kassbohrer Mercedes V8 Setra Integral S215HR, 49 reclining seats, Exterior White, Orange and Grey, Interior Grey and Blue Moquette, Voith Retarder, TV, Radio, Pa, Microphone, Cassette, Plug Door, ABS, Pannier Lockers, Rack Lockers, Tinted Windows, Curtains, Continental Door, Hot and Cold Water, Coolbox, Crew Seat and Toilet. Ref: 0966

1988 E DAF SB2300 Duple 340, 55 reclining seats, Exterior Cream and Brown, Interior Brown Moquette, Exhaust Brake, Radio, Pa, Cassette, Driver Operated Door, Driver's Fan, Pannier Locker, Rack Locker, Tinted Windows, Curtains, Continental Door and Crew Seat. Ref: 0267

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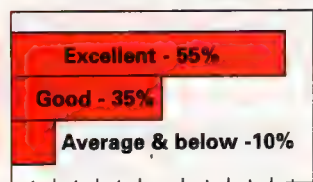
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71753/TEN

Appointments & Tenders

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ENGINEERING MANAGER

A vacancy exists for an Engineering Manager based at Taunton, Somerset. The responsibility covers 128 vehicles operating out of two depots, on stage carriage express and coaching operations.

Applicants should have a proven record of fleet management and budgetary control and be able to effectively motivate and manage a work force of both skilled and unskilled employees. A thorough knowledge of vehicle engineering and a commitment to the highest standards of vehicle maintenance and presentation is essential.

The successful applicant is likely to be a time served Engineer with relevant qualifications.

An attractive remuneration package is available to the right candidate capable of meeting this challenging position.

Written applications with full CV should be addressed Private & Confidential to:-

MR G H Roberts, Engineering Director
SOUTHERN NATIONAL,
 4 Hamilton Road, Taunton, Somerset, TA1 2EH
 Closing date: Friday 12th September 1997

71100/APP

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— T H E —
GO-AHEAD
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The Go-Ahead Group Plc is a major provider of bus services in London, operating nearly 100 day and night routes from 10 garages in central and south London, through two subsidiary companies.

Total annual turnover amounts to £105 million, arising principally from the operation of London Transport contracted routes. These services carry 200 million passengers each year, and involve a fleet of 1,100 buses and 3,000 employees.

The Board of Directors work very closely together to ensure the successful development of the two companies, and are now looking to replace the existing postholder who retires this year.

The ideal candidate for this high profile post will be able to demonstrate considerable experience of managing a major business, and in particular will have extensive industrial relations skills and the ability to communicate with staff at all levels and to motivate others within the team to ensure the delivery of our Corporate Plan.

An excellent remuneration package will be offered to the successful candidate, together with a relocation package where appropriate.

Applications with full CV should be submitted under Private and Confidential cover, to be received no later than 3rd October 1997.

Keith Ludeman, Managing Director - London
THE GO-AHEAD GROUP Plc,
 25 Raleigh Gardens, Mitcham,
 Surrey, CR4 3NS
(Previous applicants need not reapply)

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Vehicle
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The Vehicle Inspectorate is the Government Agency responsible for enforcing the law on vehicle safety and environmental standards. We are committed to raising the standard of road vehicles in operation on Britain's roads.

We are looking for an experienced and motivated person to join our Road Transport Enforcement Division as part of a nationwide network of Examiners.

Based in the Metropolitan and Staffordshire/Shropshire area, your role will be to enforce, educate and advise on road safety and environmental legislation in Wiltshire.

You will:

- Inspect vehicles at roadside checks
- Inspect operators premises and MoT Testing Stations
- Act as an expert witness in court
- Examine vehicles involved in road traffic accidents

Your experience of working with HGV and PSV's will be backed up by a technical qualification – BTEC/SCOTVEC in Motor Vehicle Engineering or City & Guilds Motor Vehicle Technician Part 2. A diplomatic, mature approach and excellent communication skills are essential. You will also be able to produce clear concise reports and organise a demanding workload. You will need a current full driving licence.

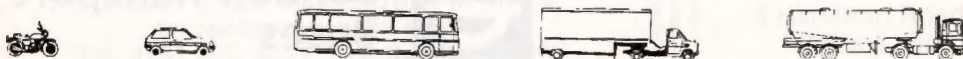
The position involves working evenings and weekends usually by prior planning. Overtime may be payable.

Benefits include a non-contributory pension and the opportunity to earn performance related pay.

For an application form and further details contact the Personnel Department on (0117 954 3265).

Closing date 26 September 1997.

The Vehicle Inspectorate is an Equal Opportunity Employer



71483/APP

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PEOPLE

Whites sale completed

FORMER PROPRIETOR of Whites Transmission Engineering of Atherstone, Robert White, has completed the sale of his business following the merger with Bluestripe Engineering Ltd of Dudley, West Midlands last July. Mr White has left the industry to concentrate on his other business interests.

Meanwhile, recent expansion and re-location at Bluestripe has led to the appointment of David Wisdom, 36, as production manager. Mr Wisdom was proprietor of Coventry Air Brake for seven years and his total of 13 years experience in the airbrake industry has equipped him to head the technical development of the Bluestripe Air Brake Range. Before joining the transport industry Mr Wisdom was a professional motor cycle racer with his own race team.

Shires skills

THREE ENGINEERS from the Shires bus company, a division of British Bus, have won their way through to the finals of the Group Skills Competition, at CENTREX, Shropshire, today (4 September). Engineers Trevor Hanks and Michael Healey from Hitchin depot, and Chris Irvine from Luton depot are demonstrating their skills against Northumbria Motor Services.

Cannon quits

TRANSPORT MINISTER Glenda Jackson has announced the resignation as from 13 November of Professor Tom Cannon as chairman of the Rail Users' Consultative Committee for North Western England

Met coach advisory service's Ian Fray not to be replaced

SERGEANT IAN FRAY, who runs the Metropolitan Police Coach Advisory Service, is to retire this month, and will not be replaced.

He took over from Bob Pilbeam, who has since worked for CPT and as a London guide. Sergeant Fray immediately made the role his own, bringing a great deal of humour to his

regular newsletters.

His main function was to coordinate information relevant to scheduled, express and touring coach traffic, such as traffic disruption caused by marches and roadworks. He was jointly responsible for producing the coach-parking map of London, which both Sergeant Fray and the Lon-

don Tourist Board distributed. "I am disappointed and saddened that the Metropolitan Police is not to continue the post but it is a casualty of a much larger plan for restructuring," said Sergeant Fray who, having served 30 years in the force, is to spend his time and pension on his passion for boats.

Eavesway's chief of tours and marketing

ASHTON-IN-MAKERFIELD-based Eavesway has appointed Joe Chapman tours and marketing manager (see feature, this issue).

Mr Chapman, 48, started his career in coaching in 1973 as a driver/guide for Shearings, then took his skills to Glenton Tours.

After a short break outside of the industry in sales

and marketing, he returned as tours director for Trafalgar.

He left Trafalgar in 1995 for personal reasons, and freelanced in the industry in a variety of marketing functions before joining Eavesway at its new depot.

Mr Chapman is based in Wrexham, and is married with three children.



Eavesway's Joe Chapman

Light rail promotion

HAMPSHIRE County Council has promoted assistant project manager Keith Willcox to project manager for the first phase of the South Hampshire Rapid Transit system linking Portsmouth, Gosport and Fareham.

Mr Willcox will co-ordinate an application to the Department of Environment, Transport and the Regions for powers to construct and operate phase one of the South Hampshire Rapid Transit network, the funding studies and the launch of the project within the private sector.

Phase One will be built in the Fareham-Gosport-Portsmouth corridor using existing roads, the disused railway between Fareham and Gosport, and a tunnel under Portsmouth Harbour. Jointly promoted by Hampshire County Council and Portsmouth City Council, the project is estimated to cost £128 million.

SUBSCRIPTIONS



Coach and Bus Week is the news weekly for coach and bus operators. **Transit** provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: Transit is not available on subscription without **Coach and Bus Week**.



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Senior/General ☐ 02
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Other (please specify) ☐ 04
Driver ☐ 05

2. What is your company's main business function?

- Bus Operator ☐ 01
Coach & Bus Operator ☐ 02
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Travel/Tourism ☐ 04
Coach Operator ☐ 05
Manufacturer ☐ 06
Other (please specify) ☐ 07

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